

The Mining Journal

RAILWAY AND COMMERCIAL GAZETTE

FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.

No. 895—VOL. XXII.]

LONDON, SATURDAY, OCTOBER 16, 1852.

[PRICE 6d.

Statuaries of Cornwall—In the Vice-Warden's Court.

ROBERT HART PIKE and JOSEPH HODGE the Younger, v. JOEL BLAMEY and RICHARD COOPER.

IN RE BELL AND LANARTH UNITED MINES.

NOTICE IS HEREBY GIVEN, that, pursuant to two several ORDERS, or DECREES, made in this cause, and bearing date respectively the 10th day of May, and the 31st day of August last, as amended by an Order of his Honour, the Vice-Warden of the said Statuaries, bearing date the 11th day of October instant, a PUBLIC AUCTION will be HELD at Pearce's Royal Hotel, Truro, on Wednesday, the 20th day of October instant, at Four o'clock in the afternoon, for SELLING TWO (506th) PARTS, or SHARES, of the said defendant, Joel Blamey; and ONE (506th) PART, or SHARE, of the said defendant, Richard Cooper, of and in the said MINES, and of and in the ORES, HALVANS, MACHINERY, MATERIALS, and OTHER EFFECTS upon and belonging to the said MINES.

For further particulars, application may be made to Mr. Stokes, solicitor, Truro.—Dated Registrar's Office, Oct. 11, 1852.

Statuaries of Cornwall—In the Vice-Warden's Court.

HARRISON v. STAGG.—SAME v. MALLALIEU.—SAME v. SHEARMAN.—SAME v. SMITH.

IN RE GAVERIGAN MINE.

NOTICE IS HEREBY GIVEN, that, pursuant to the several ORDERS, or DECREES, made in the several above-named causes of Harrison v. Stagg, and Harrison v. Mallalieu, and bearing date respectively the 26th day of August last, and of Harrison v. Shearman, and Harrison v. Smith, bearing date respectively the 31st day of August last, a PUBLIC AUCTION will be HELD at Pearce's Royal Hotel, Truro, on Wednesday, the 27th day of October instant, at Four o'clock in the afternoon, for SELLING TWO HUNDRED (157th) PARTS, or SHARES, of the said defendant, William Stagg; and FIFTY (157th) PARTS, or SHARES, of the said defendant, George Mallalieu; THREE HUNDRED AND SIXTY-FIVE (157th) PARTS, or SHARES, of the said defendant, William Shearman; and ONE HUNDRED AND TWENTY-FIVE (157th) PARTS, or SHARES, of the said defendant, Joseph Smith, of and in the said MINE, and of and in the ORES, HALVANS, MACHINERY, and MATERIALS, and OTHER EFFECTS upon and belonging to the said MINE.

For further information, application may be made to Messrs. Hodge and Hockin, plaintiff's solicitors, Truro.—Dated Registrar's Office, Oct. 13, 1852.

STAFFORDSHIRE.—DESIRABLE FREEHOLD INVESTMENT. TO CAPITALISTS, COAL AND IRON-MASTERS, AND OTHERS.—IMPORTANT SALE OF VALUABLE LAND AND MINES.

MR. BATEMAN has been favoured with instructions from the Trustees of the late William Bridge, to offer for SALE, BY PUBLIC AUCTION, at the Dudley Arms Hotel, DUDELEY, on MONDAY, the 18th day of October, 1852, at Six o'clock in the evening, subject to conditions of sale then to be produced, and either in one or such other lots as may be agreed upon, all that very VALUABLE FREEHOLD ESTATE, called "TADPOLE HOLE FARM" with the whole of the MINES and MINERALS lying in and under the same, situate at Gosty Hill, and Tadpole Hole, in the parish of Rowley Regis, consisting of a CAPITAL FARM HOUSE, OUTBUILDINGS and GARDEN, THREE COTTAGES and GARDENS, and several pieces of excellent ARABLE, PASTURE, and MEADOW LAND, the whole adjoining, and containing, by recent admeasurement, 27 A. 8 R. 9 P., and now in the occupation of Thomas Dibey, or his under-tenants. The property is surrounded by lands of Miss Haden, the Marquis of Stafford, George Atwood, Esq., and others. The existence of valuable mines under the above estate has been sufficiently proved by the fact, that there are at present several collieries at work within a short distance of various parts of the property. The canal also being within a few hundred yards of the estate, and its being surrounded by good roads renders it a valuable speculative purchase as a mineral property. The land is of good quality, and a portion of it has excellent frontages to the Dudley and Halesowen turnpike and other roads, which makes it eligible for building purposes.

Particulars and plans of the property may be had 14 days prior to the sale, and any further information obtained, upon application at the respective offices of Messrs. Robinson and Fletcher, solicitors, or the auctioneer, both of Dudley.

IMPORTANT SALE OF MINE MATERIALS, POWERFUL STEAM-ENGINE, WATER-WHEEL, PIT-WORK, &c.

MR. F. A. DAVIS has been favoured with instructions to SELL, BY AUCTION, on TUESDAY, the 19th October, 1852, at Twelve o'clock at noon, at WEST CALLINGTON, otherwise COOMBE LAWN MINE, near the town of CALLINGTON, CORNWALL, the undemanded MATERIALS and MACHINERY of the said Mine, comprising—60 fms. 14-in. pumps, with two working barrels, dippers, &c.; 2 1/2 ft. 14-in. matchings; 5 9 ft. 9 in. pumps, plunger-lift, windbores, &c.; 55 fms. main connecting-rods, about 150 fms. 3 1/2-in. flat rods, with 40 pulleys and stands complete; 2 very superior capstans and shears, with pulleys, complete; 40 fms. 1/2-in. chain; balance and V-bobs, with axles, stays, sweeps, &c.; a 20 ft. 2 ft. breast WATER-WHEEL, with oak axle; a powerful lifting winch; 1 superior 100 fm. shroud-laid capstan rope (new); 1 other do, in excellent condition; a new whim rope; 30 fms. 6-in. whim rope; a quantity of other rope; horse whim; 12 ft. close cage; another open cage; ditto with bars, poppet heads, and pullies; 4 whim kibbles; a quantity of bucket-rods and buckets; capstan and whim sheaves; bolts, bars, yokes, staples, and glands; large weighing beam, scales, and weights; screen taps and plates; about 75 fms. shaft ladders; a 44-in. smiths' bellows; 42-in. ditto (both nearly new); several tons of new iron of various sizes; gad and blister steel; a large and superior lot of smiths and miners' tools; several tons of scrap iron; large grindstone; smiths' horse and crane, anvils, vices, mandrill; shovels and pick moulds; about two loads of new timber; eisentirs, dividers, and casings; the materials of a large wood house; carpenters' benches; miners and captains' chests; account house furniture; with a variety of other useful effects. Also, a very powerful 60-in. cylinder BULL ENGINE, in excellent condition, with a boiler about 10 tons.

The above are of first-rate quality, having been selected at establishments of known celebrity within the last 12 months, regardless of expense, and are, therefore, well worthy the attention of mine agents, iron-founders, and dealers generally.

Catalogues will be ready, and may be obtained at the office of the auctioneer in Tavistock, on and after the 12th Oct. next, from which time the whole will be on view.

REPRESENTED PUNCTUALLY AT ELEVEN O'CLOCK.

West-street, Tavistock, Sept. 27, 1852.

THE ENGINE BUILDING DEPARTMENT OF THE BEDLINGTON IRON-WORKS, NEAR NEWCASTLE-ON-TYNE.—MOST IMPORTANT TO ENGINEERS, MACHINISTS, IRON SHIP BUILDERS, &c.

MMR. W. KIRK is honoured with instructions to SELL BY AUCTION, at the AUCTION MART, LONDON, on TUESDAY, the 2d NOVEMBER, and not on Monday, the 18th October, as previously advertised (if not previously disposed of by private contract), in consequence of a dissolution of the present proprietary, the ENGINEERING DEPARTMENT of the well-known BEDLINGTON IRON-WORKS, NEAR NEWCASTLE-ON-TYNE. The situation is decidedly one of the most advantageous in the United Kingdom for engine and iron ship building, being on the navigable river Blyth, and within three miles of the intended new docks on that river. The works are built on freehold land, and are fitted with all the requisite machinery and steam-engines for the construction of marine engines up to 500-horse power, and have hitherto been applied chiefly to locomotive and stationary engine work, and consist of ENGINE, FACTORY, GAS WORKS, WHARFS, SHED, IRON-FOUNDRY, SMITHS' SHOPS, BOILER YARD, BRASS-FOUNDRY, STOREHOUSE, AGENTS' and WORKMEN'S HOUSES, COTTAGES, &c. IRON-WORKS, with BLAST FURNACE, are immediately contiguous to the engineering establishment. These last-mentioned iron-works manufacture every description of engine forgings, bar and bolt iron, boiler-plates, &c. which would be supplied at the lowest market value. Wages are moderate, and costs exceedingly cheap.

A plan of the works and estate may be seen at the offices of Mr. W. Kirk, mills, works, engineering, and general agent, auctioneer, and valuer, 24, Princess-street, Manchester; and Messrs. Longridge and Co.'s, 4, Mansion House-place, London.

CORNWALL.—IMPORTANT MINERAL PROPERTY.

THE TRELEIGH MANOR, comprising PART of the town of REDRUTH, and divers FARMS, LANDS, MINERAL and other PROPERTY, in the celebrated mining districts of Redruth and Camborne, TO BE SOLD, BY PUBLIC AUCTION, by MR. NICHOLAS TREVENA, at Andrews' Hotel, REDRUTH, commencing on WEDNESDAY, the 20th day of October inst. (unless previously disposed of by private contract), ONE UNDIVIDED THIRD PART of the valuable FREEHOLD ESTATES, SHOPS, DWELLING HOUSES, and LANDS, including MINERALS and MANORIAL RIGHTS, forming THE MANOR OF TRELEIGH, extending over an area of nearly 800 acres, in the parishes of Redruth and Camborne, portions of which estates are in possession, and the residue subject to leases for lives.

The attention of capitalists is called to this important sale. The property is situated in the midst of two of the richest mineral districts in England, and comprise Treleigh Consolidated Mines, the East Wheal Tregus, from which a considerable quantity of ore has been already returned, even at the shallow adit level, the celebrated mines of Wheal Harmony, Wheal Montague, Bolina, and other mines and untried ledges.

The SALE of the TOWN LANDS, comprising the first 85 lots, will take place on the 20th of October, and continue from day to day, commencing each day at 1 o'clock.

The SALE of the MANOR and ESTATES of Treleigh and the LANDS in Camborne, and the MINES and MINERALS therein, will take place on Tuesday, the 26th day of October, at 3 o'clock.

Printed particulars and plans, with a statement of the leases under which such of the lands as are out on lease are respectively held, may be had on and after the 1st day of October inst., on payment of 2s. 6d. each (to be returned to purchasers), or application to the auctioneer, at Redruth; or at Andrew's Hotel there; Pearce's Hotel, Truro; Dunn's Hotel, St. Austell; and Oliver's Hotel, Bodmin; and such particulars, and any further information, may also be obtained from Messrs. J. E. Fox and Son, 40, Finsbury-circus, London; Messrs. Bower and Pearse, solicitors, Wiveliscombe, Somersetshire; Mr. Stokes, solicitor, Truro; or to Mr. Bridgeman, solicitor, Tavistock, Devonshire.—Dated Sept. 15, 1852.

MR. JAMES CROFTS, of No. 4, KING-STREET, CHEAPSIDE, MINING BROKER.

Mr. J. CROFTS begs to OFFER his SERVICES for the PURCHASE or SALE of MINING SHARES of every description, and not being a DEALER, transacts business only for principals on commission.

Mr. Crofts' weekly list comprises only such shares as he has actually on hand, or under control, but he may be consulted upon every description of mining shares, whether for purchase or sale.—Dividend Mines pay from 10 to 25 per cent. per annum.

WEEKLY LIST OF SHARES FOR SALE.

DIVIDEND MINES.—West Caradon, Rix Hill, Wheal Trelawny, Par Consols, Trevikey and Barrier, Speare Consols, West Providence, Bedford United, Merlin, Wheal Golden, South Tamar, Alfred Consols, Cobre, and Linares.

PROGRESSIVE MINES.—Devon Kapunda, Santiago de Cuba, Hennock, East Russell, Wheal Langford, Devon and Courtney, Wheal Carpenter (South Sydenham), Old Wheal Robert, Bodmin Consols, North Wheal Trelawny, Wheal Zion, Sidney Godolphi, and Anneton Bay.

Mr. Crofts has made arrangements with an eminent firm on the Stock Exchange to BUY or SELL in such SHARES and MINES as are there dealt in, without any addition to the commission charged by Stock Exchange Brokers, and Mr. Crofts also transacts business in all British and Foreign Railways.

* * * Mr. Crofts has special reasons for recommending to his friends the shares in the Nouveau Monde and Colonial Gold Companies, in both which shares an important advance must take place sooner or later.—N.B. In the Times of the 22d inst. it is stated, that "Gold Mine Shares were steadily supported—NOUVEAU MONDE and COLONIAL GOLD being CHIEFLY DEALT IN."—Oct. 15.

MR. JOSEPH JAMES REYNOLDS, STOCK & SHAREBROKER, 23, THREADNEEDLE-STREET, and 28, NEW BOND-STREET, PICCADILLY. Mr. REYNOLDS has SHARES FOR SALE in the following MINES:—

Aqua Fria	Great Wheal Alfred	South Corn Brea
Alfred Consols	Great Bryn Consols	Teen Side
Anglo-Californian	Hington Down	Trelawny
Bell and Lanarth	Leeds and St. Aubyn	Tincroft
Black Craig	Leeds Town Consols	Tavy Consols
Bodmin Consols	Mary Ann	Trevena
Brewer	Merlyn	Trevikey and Barrier.
Britannia Gold and Copper	Mill Pool	Twyndreath
Carcross Creek	Molland	Unity Consols
Cathedral	Nansegollan	United Mines (Tavisk.)
Casta Dinas	Neptune	United Mines (Gwen.)
Cara Brea	North Levant	Venton
Castlock United	North Frances	West Alfred Consols
Cwm Erbin	North Basset	West Alfred
Chyphrase Consols	North Roskar	West Stray Park
Clive	North Stafford, Coal	West Providence
Conduorow	Nouveau Monde	Wheat Catherine
Cook's Kitchen	Orsedd	Wheat Clifford
Carmaval	Peter Tavy and Mary	Wheat Golden
Daren	Tavy	Wheat Samson
Devon Burra Burra	Pendavore & St. Aubyn	Wheat Tryphena
Devon Consols North	Penzance Consols	Wheat Seaton
East Black Craig	Praed Consols	Wheat Sydney
East Buller	Sourton Consols	West Wheal Frances
East Polgoon	South Frances	Wheat Teigny
East Seton and Maudie	South Condorr	West Basset (Tawton.
East Wheal Russell	Sidney Goldolphin	Wheat Fortune (South
Esgair Llue	St. Agnes Beacon	Wheat Gill)
Gareg	St. Aubyn and Grylls	Wheat Langdon
Gonanema	South of Scotland	Wheat Lemon
Great Work	South Wh. Basset	Wood

And SHARES FOR SALE in the West Cornwall Railway.

Mines inspected by agents of experience and high respectability in any part of the kingdom within the shortest notice.—Oct. 15, 1852.

THE STANTON IRON-WORKS, DERBYSHIRE.

MR. MARSH has been favoured with instructions from the mortgagors, under powers of sale, to SELL, BY AUCTION, at the MART, on THURSDAY, 21st October, at Twelve, the unexpired term of a LEASE of that extensive and valuable MINERAL PROPERTY, situate in the parish of Dale, and Stanton-by-Dale, in the rich mineral field of the Erewash Valley, in DERBYSHIRE, consisting of the well-known works called the "STANTON IRON-WORKS," with the MINES of IRONSTONE, COAL, and MINERALS, contained in an estate of nearly 3000 acres of land, together with the WORKING PLANT and FIXTURES, which are in full working condition. The iron-works and fixed plant occupy a space of more than 10 acres, and are situate on the south-west bank of the Nutbrook Canal, and within a few hundred yards of its junction with the Erewash Canal; a branch from the main line of the Midland Railway is brought into the works.

The works consist of three newly-erected blast furnaces, two in blast, and the other preparing for work, of the largest proportion and best construction; after the Scotch plan, with the requisite machinery and apparatus; a powerful steam blowing-engine, one of 100-horse, and the other 75-horse power, with strong iron boilers, and necessary gearing; two large wrought-iron tynes from the engine-houses to the furnaces; 12 colliery engines, and two small engines, with boilers and apparatus; an incline railway, with pulleys and chain; a foundry; two large chimneys; casting-house and foundry-house, 100 ft. by 50 ft. 6 in. stone, brick, and slate; canal basin, 33 ft. wide, and length of three boats; 1800 yards of wrought-iron railway; cranes; several miles of pit rails; all the pumps and pump gearing, piping, and other apparatus; there are also various offices, shops, warehouses, workshops, and fitters' rooms, stabling, 15 workmen's dwellings, newly built, and other buildings; together also with the various open holes, shafts, and workings, and all the fixed working plant. The ironstone and coal measures include six of the former and two of the latter, and have been estimated to contain upwards of 800,000 tons of ironstone, and an extensive bed of soft coal. There are also valuable beds of fire-clay. The property is held under a lease from Earl Stanhope, for a term of 21 years, commencing in March, 1846. The works, being situated in a comparatively new district, with direct and convenient access to a railway and canal, possess the means and the advantage of supplying many places of great importance at a low cost of delivery. They may be viewed on application to the manager, Mr. Holt.

Further particulars may be obtained at the offices of Mr. Barber, solicitor, Derby; of Mr. Marsh, auctioneer, surveyor, and land agent, No. 2, Charlotte-row, Mansfield House; and of Mr. Holt, on the premises.

SHARES IN THE HOLMBUSH MINING COMPANY, CORNWALL.

MR. C. WARTON has received instructions from the Directors of the Company, pursuant to powers contained in their Deed of Settlement, to SELL, BY AUCTION, at the AUCTION MART, LONDON, on WEDNESDAY, the 3d of November, at Twelve o'clock, in Eight Lots, SEVENTY-SIX FORFEITED SHARES in the important HOLMBUSH MINES, rich in copper and silver-lead, which have paid good dividends, and are now looking better than at any former period, with every prospect of a lasting and dividend-paying mine.

Particulars may be had at the Mart; of R. Thomas, Esq., secretary, George-yard, Lombard-street; and of Mr. C. Warton, auctioneer, &c., 38, Threadneedle-street.

PORTHLEVEN HARBOUR AND PORT, with the GRANARIES, CELLARS, WAREHOUSES, LANDS, and TOWN OF PORTHLEVEN, near HELSTON, CORNWALL.—TO BE SOLD, BY AUCTION, with immediate possession, at the Angel Inn, HELSTON, on MONDAY, the 25th day of October inst., at Four o'clock in the afternoon (in Two Lots or together, as may be agreed upon at the time of sale), the FEE-SIMPLE and INHERITANCE of and in the entirety of the Porthleven Harbour, and the LANDS, HOUSES, FISH CELLARS, WHARFAGE, and WAREHOUSES, situate at Porthleven, about 2 1/2 miles from Helston, Cornwall. The harbour consists of a solid granite pier built upon a rock at the entrance of the harbour, and extending into the sea; and of a basin or reservoir within two solid granite jetties, with wharves on each side of the basin, for the landing of merchandise, &c., and is capable of receiving vessels of 200 tons burthen. A sum of upwards of £80,000 has been expended in completing the above works, and in erecting the cellars, warehouses, and other buildings, which produce a considerable rental; and an opportunity is now offered for a safe investment of capital, and of establishing a large and profitable trade, to which the numerous thriving mines in the district will greatly contribute.

Particulars, with plans of the port, harbour, and town, and a table or schedule of rates and duties, may be seen on application to Messrs. Coode, Browne, Kingdon, and Cotton, No. 10, King's Arms-yard, Moorgate-street, London; or Messrs. Grylls and Hill, solicitors, Helston.—Dated Helston, Sept. 25, 1852.

COPPER.—FOR SALE, BY AUCTION, at SEVILLE, on 1st December next, by the Directors of the UNITED MINES DEL CASTILLO,

about 4000 to 5000 quintals, or 200 to 250 English tons

Original Correspondence.

CONDENSATION OF STEAM.

SIR.—In looking over some past Numbers of your Journal, I was struck with the report of a paper, read before the Society of Arts, May, 1850 (Mr. Robert Stephenson, M.P., in the chair), upon an improved steam condenser by Mr. Siemens. It is stated in this report that a complete sketch of the history of condensation as applied to the steam-engine, with an account of the forms of the various condensers invented down to that date, prefaced the description of Mr. Siemens's instrument; but this history seems to have contained (Hibernian) a remarkable omission. Suppose a conclave of French academicians sitting gravely with M. Thiers at their head to hear the reading of a history of France with applause, which contained no mention of the first Napoleon's empire, nor of the second Napoleon's *coup d'état*. M. Thiers might have very pungent reasons for wishing to forget or to expunge the latter event, but it would not for that be any the less an omission to leave it out. Mr. Stephenson, on the other hand, has no reason whatever for wishing to see the principal fact of late date in the condensation of steam expunged from history, for he has suffered nothing by this *coup de maître*. It is quite true, that as Louis Napoleon's *coup d'état* has annihilated all the former state of things in French politics, so Craddock's condenser will eventually annihilate all the former state of things in English engineering; but I do not see that it is a corollary to this fact, that in a history of the inventions for condensing steam, all mention of this particular condenser should be avoided. Hall's condenser is named. This invention is an event in the mid-history very closely appertaining to the other event; if for Craddock's condenser is to be entertained as an improvement upon any particular form, Hall's condenser must be taken that precursor. Compared with the peculiar defects which have prevented the general introduction of Hall's condenser for those limited purposes to which it was designed, Craddock's condenser may be said to hold as nearly as possible the relative position which Watt's separate condenser holds to Newcomen's previous condensation in the steam cylinder—not so much as to their particulars, but in respect to perfect efficacy and freedom from all inconveniences. Hall's is a tubular condenser, and so is Craddock's. Now, would it not have been strange in the year 1800, for instance, to have seen a paper read before the Society of Arts with approbation, professing to record the progress of the condensing engine down to that day, which stopped short at Newcomen's condenser, and left Watt's condenser entirely out of the story? The only excuse for such defective historians would be that they were ignorant of the fact; and it must also be assumed that the auditors and the president were equally ignorant; if so, we must then be assured they are far behind their age. I have not the pleasure of knowing Mr. Stephenson, but he universally bears a character for suavity and fairness of disposition; and there is no doubt of his talent. I was pleased, for instance, to see his recommendation to the amateur colliers of Westminster and Regent-street, that they should apply their efforts of experimenting upon real coal-gas rather than upon fashionable mixtures; and we always expect from his position, his achievements, and his reputation, that he carries his eyes open to great and solid improvements, and especially in connection with the steam-engine. We have lately read (if newspapers can be trusted) that the present Lord Derby, 27 years since, told Mr. Stephenson's father, with energy, that he would eat the boiler of the first steam-ship which crossed the Atlantic. In that day it was Mr. Stephenson, sen., who was in advance of his age. It assuredly becomes his son not now to be behind it; and if it be, as it appears, a fact that he is ignorant of Mr. Craddock's invaluable inventions, I openly assert that he is equally quite in the dark as to the progress and future prospects of both locomotion and navigation; and it concerns his reputation far more than he can be aware of until he sees them to make an early acquaintance with these inventions. I am aware that it is the habit of some persons to sneer at the *Mining Journal*, and say that its contents are not worth notice, or only a limited circulation. It is true it has not the circulation of the *Times*; and you, Mr. Editor, know better than any one whether I approve of all that it contains. But this is as it may, whatever is put into it to come out, or whatever be the hands which when it comes out it is put into, it is undeniable the public organ of very important interests—practically and commercially important—which give their full attention to what is printed there concerning them; and the deliberate opinions of independent correspondents are circulated, as far at least as it circulates amongst persons especially capable of discerning their merit and pronouncing on their correctness. If, then, what I have said during some months of the value of Mr. Craddock's labours be correct, that opinion has been read by persons of sufficient weight to make it no longer safe for authorities of influential reputation, who take a lead in the arts of this country, to continue to treat the opinion with silence. If it be true, it closely concerns every man of eminence to consider whether he is to be recorded in history as indifferent, or negligent, or inimical to the progress of improvement, or whether he is to be celebrated hereafter as a promoter of it. I make every allowance for persons overwhelmed with business, and constantly beset for their opinions upon fallacious schemes, inducing actually a disgust to entertaining novelties, but all novelties are not fallacious; and, in the present matter, the time has come when it is necessary to examine whether "these things be so or not."

If my opinion, on the other hand, be not true, I have said it long enough to make it incumbent on competent persons to point out my error, to convince me I am wrong, and protect the public from being longer deceived by the mistake. It is true I am not an engineer by profession, but I take as much pains as any civil engineer to examine minutely the grounds of an opinion, and am sedulously careful—aye, even as much so as Capt. Mooreson himself—to append the sanction of my name to no undertaking that may bring discredit or disgrace upon it. I pretend to no infallibility, but state what I think openly and fairly, without reserve or equivocation, so that no man need be ashamed to answer me. I give facts which deserve, not for their advocate's sake, but for their intrinsic importance, a proper consideration; and I assert I have now gone so far in misleading and deceiving the public, if I am misleading them and myself, that it is an imperative duty for persons whose authority is considered eminent, and the more it is eminent the more imperative is the duty, to tell the public openly I am wrong, and why and where is the error. If, on the reverse, I am right, it is not grievously to be deplored that the British nation and the world should for ten years have been deprived of such benefits, and their originator injured and constantly maligned, and not only no man found to bear testimony to the truth, but the great crystal lamp of all nations, set up last year to illuminate the earth, should in this particular case have been merely used as an extinguisher! Sooner or later justice is called to an account, and to set about to do justice in the surest means to avoid the penalty. In obedience to which precept I wish to do the justice of stating that at the proceedings lately referred to at the Birmingham Institute of Mechanical Engineers, of which Mr. Stephenson is president, he was not on those occasions in the chair.

DAVID MUSHET.

ENGINES AND ENGINEERS.

SIR.—Your correspondent, "A Cornish Engineer," will by this time have learned my amount of knowledge of the Cornish engine. He conceived that I should have disparaged it, *had I known it thoroughly*, which is surely but a left-handed praise; and I trust he is now satisfied that I do it fully equal justice to himself. I think it is also but an ambiguous compliment to your scientific readers to believe they feel no interest on the subject of the improvement of the steam-engine. I have been indicating a series of inventions, by which the economy even of the Cornish engine is doubled, with such a reduction of that bulk which "A Cornish Engineer" admits that in the space of one Cornish engine ten engines of equal power, with their boilers, may be conveniently placed—thus making double the Cornish economy available for every purpose by land or sea. The fair inference from silence on such a subject is not that your readers are apathetic, but that they are listening—in fact, they neither are nor can be indifferent; and the interpretation generally put upon the absence of controversy is that I have advanced what is incontrovertible. Had it been practicable, I should long since have met denial. Meanwhile, your correspondent has evinced he does not share the dullness which he attributes, nor does he expect it to be given to his own information; and, as I like always to be understood by intelligent men, I wish to explain a point or two where he misapprehends me.

It might be said that to have been able to suppress such inventions for years is no slight proof of ability; but it is not in that sense I refer to their ability, but to actual practical talent in their occupation. To attempt to depreciate the vast mass of engineering capacity, which makes the *machines of this nation what they are*, would be such an absurdity, that your correspondent must not suppose I am thus titling at windmills. On the contrary, if he refers to the previous letter, entitled "Craddock's Engines," he will see I have endeavoured to explain the natural reasons why a body of such active talent may be slow in appreciating improvements which involve a radical change. We must always draw a line between those who invent and those who construct perfectly what is already invented. The difference is much like that between an author and an typographer; and it is no disparagement to intelligent and able manufacturers, who make steam-engines with the most perfect minuteness of modern improvement, to say that the inventors of the steam-engine were greater men than they, and that the very habits which are their strength impart less readiness to appreciate new inventions of a different form. It is not upon such men by any means that I lay an especial weight of blame in not promoting inventions which revolutionise practice. As I hinted in my same letter, a strict attention to the details in which they have been educated is very valuable and commendable; I do not say it is the duty of any man, who has a factory established, capital embarked, and numbers depending for their support on his ability and promptness of execution, to turn everything adrift, to re-learn a business, and teach it to his men, and resupply the workshops with new stock, to the annihilation of the old. On the contrary, his immediate duty to himself and others is not to do so, but to keep his business together. If in addition to excellence in execution he possess such a penetration into principle as to perceive that the novelty has intrinsic value, which must in the end make its way to a complete substitution of what exists, he will then, I think, be wise to take early steps to *enlarge* such a change by degrees, to avoid the danger of sudden anticipation. I fully admit he is placed in a difficulty. The very same kind of interests which once opposed the introduction of machinery at all are equally opposed to the progress of a too comprehensive change; and, strange though it may appear, the haters of machines, and the makers of machines, stand in exactly the same category. I, therefore, neither depreciate the acting ability of engineers, nor their business conduct in maintaining their position as long as they can, as private men. If they belong to any public body for promoting truth in science, I leave every man to act in that sphere according to the amount of enlightened self-respect which distinguishes him. It is on a different class that I particularly animadvert—individuals who assume to be in a higher grade, unembarrassed by the care and competition of business, the abstract men of science, who are always rapping the practicals over the knuckles for not coming to be taught by them. That such men should not recognise and promote great improvements is the point which surprises me. Last winter we were told that poor practical England was going to the dogs, through an obstinate neglect of abstractions. This was one opinion. Another professor, rather more correctly I think, asserted that science had very hard work indeed to follow or keep up with practice; but so long at least as the opinion exists on the superior merits of abstraction, I do wonder that the realisation of great abstractions is not more speedily recognised. Here is a practical man who has perceived and thoroughly embodied the whole of the profound and comprehensive abstractions of the power of steam; yet where is the philosopher, with all his pure love of science, during the past ten years who has aided the inventor with his advocacy, seized the light which practice held up before him, and grasping it in his abstract hand, waved it incessantly to illuminate and correct our acts, and promulgate the greatest improvement of the age. There is a strong disposition at present to override practice with what is called science and its teachers, in too many cases a sickly half-perfected plant, like a potato in a cellar, with no solid support, and, struggling for light, weak from inaction of facts. Minds too subtle and refined are apt to fail before the force of every-day realities; they are physically deficient in physics, and it is necessary to recur for our warning and instruction that the most brilliant philosophers of the century pronounced the adoption of coal-gas for lighting towns impracticable. It is necessary for both parties to know themselves—to know not their strength only, but their weakness; whichever is the weakest is most likely to be carried away by a steam-jet, or other only half-investigated wonder. This sort of persons ought commensurately with their pretensions, as depicted by "Scientia," to have

long since appreciated Mr. Craddock's performances; and I think when a "Cornish Engineer" and other able men of his profession, are satisfied that *I know what I am writing about*, they will also act with practical wisdom in examining into their merits. Sept. 24.

DAVID MUSHET.

THE STEAM-JET PANACEA.

SIR.—As coal mine accidents are a subject of too much importance for ambiguities, I must once more attempt to elucidate whether Dr. Fife knows or can express his objects by some remarks on his indefinite answers, which ought to be given, not *secreta* only, but seriously.

1. Are the colleges which grant degrees composed of *practical doctors*, who have *more or less* knowledge of some other science, or of *scientific men* so called, who may have dabbled a little as amateurs in medicine or anatomy?

2. I asked not what sciences were to be comprised in a qualification, or double qualification, but what *persons* were to grant them to colliery viewers.

3. Is there anything in this reply which has a special reference to Seaton Delaval as the model of ventilation, which excited such surprise? I gather, however, that Dr. Fife adopts the grand error of Mr. Gurney and his party—that the distinctive power of the steam-jet is *propulsive*. I am also glad to see it admitted that a volume of steam, which, in addition to its sensible temperature, must discharge 800° of heat before it can cease to be steam, and then occupies no appreciable space, has a rarefying power.

4. This answer is more satisfactory, in so far as it abandons the fanciful comparison between a colliery and a locomotive.

5. Who is it that entertains the idea that only "A Practical Man" can suggest anything useful? Has this argument been used against Mr. Gurney or his friends, or a hearing or trial, therefore, refused to their propositions? Mr. Gurney may, as alleged, be Dr. Jenner and Galton incorporated; but we are persecutors and infidels because we ask for facts of proof! Indeed, on which side is the *hard language* of persecution?

Have we persecuted?

When these queries are intelligibly answered, we may know something. Meanwhile, the existing replies are, I think, an excellent specimen of the loose and rambling analogies which persons are led into whose fancies are excited beyond their information or judgment. Any one who believes or asserts that the steam-jet will diminish accidents is quite at sea; and pneumatics will not help him, for it is (see Cowie and Hahn) a totally imperfect science. Persons not familiar with the full bearings of a subject are always seeking to accomplish its object in an off-hand summary way.

The safety of a mine depends on a *multitude* of circumstances, requiring careful responsibility consideration from those who have learnt their varying value under responsibility, just as the health of a man does. For the latter there are patent medicines to be taken at all times for all illnesses; for the former, the steam-jet, and other comprehensive nostrums—it is, in fact, the *hot water cure*. Persons whose ballast is unshipped are always ready to be martyrs, taking on themselves to drift athwart the bows of the experienced mariner, to his great annoyance; but I do not think in these days "scientific men" have much to fear. What favour the *alumni* of Mr. Cayley's committee may expect, I cannot tell. Dr. Fife seems convinced that *he has the truth*; and as I am willing to accord him every credit for his intentions in advocating it, whatever it may be, I would point his attention to one golden rule, which might check many incompetent efforts—namely, that *the wish to do good is not sufficient to confer the power*.—Sept. 30.

DAVID MUSHET.

advantages, it has been discontinued, and the plain furnace resort to. The jet is surely not to be lost sight of for want of the lapping of a few pipes; that, indeed, would place it in a very undesirable position. It is required of Mr. Gilroy, and his neighbour, Mr. Darlington, to satisfy the plain and intelligible question as to whether, having tried the jet under the management of scientific and practical authorities at Orrell and Ince Hall Collieries, they have left it off, and reverted to the antiquated resource of the furnace. If it is cheaper and more effective than that old-fashioned article, how do they account for its discontinuance?

We have now had too much casuistry upon this subject to be any longer imposed upon. When a practical witness lauds the superiority of a fancied invention, an especially when he professes to have tried and tested it, consistency and common sense conclude that he is practising it; and if he is not, then it cannot but be suspected there is something wrong. That the steam-jet will produce ventilation is undoubtedly, but what is demanded of these *practitioners* is that their practices shall square with their professions. We are not to be deluded by the lapping of pipes or by the draught of mine, or any other of these fashionable and equivocating devices. Your two Lancashire correspondents have had it fitted up in their own way, and with Mr. Gurney's approbation, and they have discontinued it. Let them tell us the reason, without further circumlocution.—*A COLLIERY VIEWER*. Oct. 14.

THE ACCIDENT NEAR ALLOA.

SIR.—In your Journal of the 9th inst. is a letter from "Delta," casting reflections on my conduct as Inspector of Mines. So far as I am concerned, I am fully prepared to prove that no time was lost by me in proceeding to investigate the cause of the accident. After saying thus much, I beg to state that, if "Delta" will come forward with some real name, I shall have pleasure in giving him answers to his queries.

Stirling, Oct. 11.

W.M. LANCASTER (Inspector of Mines for Scotland).

NORTHERN INSTITUTE OF VIEWERS, &c., NEWCASTLE.

SIR.—I am aware that ample details of all matters which may transpire at the meetings of our society will be furnished for publication in the *Mining Journal*; but, as some short time must elapse before Mr. Longridge's paper can be prepared, I have enclosed a brief notice of the first day's proceedings, in the belief that it will prove interesting to your readers, and not in any way interfere with that to be forwarded.

A VIEWER.

The monthly meeting was held on the 1st Oct., when an elaborate paper was read by Mr. James Longridge upon steam-jet experiments, made with different sized pipes, and under many different applications.

From the elaborate nature of the paper, and the quantity of figures involved, the discussion was postponed till next meeting,—in the meantime a full abstract will be published in the *Mining Journal*.

Mr. Matthias Durne rose to request Mr. Longridge's opinion regarding the powers of steam-boilers, as respectively given by Mr. Forster, in his evidence before the Lords' Committee of 1849, and the experiments of Mr. H. Vivian, as brought out in a discussion before the Engineers' Society, in 1850, the two being strangely discordant.

After Mr. Forster has described the Seaton Delaval boilers to be 28 ft. in length, and 6 ft. in diameter, the question (2676) was put by the chairman—viz.: Have you calculated at all what sized pipe would be sufficient to exhaust a boiler of those dimensions?—Answer: Yes. One boiler, 28 ft. long, by 6 ft. in diameter, is capable of supplying a pipe of 3 in. diameter with high-pressure steam continuously.

Now, Mr. H. Hussey Vivian stated that he had tested the powers of producing steam in a boiler of the best construction, 30 ft. 4 in. long, and 6 ft. 2 in. in diameter, having a tube through it of 3 ft. 8 in. diameter, at a pressure of 50 lbs. to the inch, and found it capable of supplying one jet of 3 in. square, and that jet applied in a pipe of 2½ feet sectional area, would cause an exhaust equal to a column of 2 in. of water, when the pipe was closed, and, therefore, that if steam-jets were applied at the top of Hetton upcast pit to produce the same results as the furnaces—viz.: 168,000 cubic feet per minute—it would require 61 jets of 3 in. each, or 61 boilers.

Now, as the steam-pipe of Mr. Foster was 12 times the area of that of Mr. Vivian, with a less effective boiler, it became a most important question as to where lay the truth; and if Mr. Longridge was not in a condition to give a present answer, he might address himself to it against next meeting, as it seemed to comprise the great principle of the power.

Mr. Longridge replied, that he felt quite competent, from the experiments he had made, to pronounce in favour of the statement of Mr. Vivian, and that he was of opinion that Mr. Vivian had rather overrated than underrated the powers of the boiler; and he concluded that Mr. Forster had not duly considered the subject, when he alleged such a power to belong to one of the Seaton Delaval boilers.

It was communicated to the meeting that steam-jet experiments upon a large scale are in progress at Hetton, Norwood, Wingate Grange, and Rainton Collieries, the result of which is expected to be forthcoming at the next monthly meeting, and which cannot fail to produce the most interesting discussion upon this all-important subject. It is also expected that Mr. Gurney, and other scientific gentlemen, will honour the meeting with their presence.

It is felt upon all hands that the principle of the steam-jet, as contrasted with the furnace, must of necessity be clearly elucidated, apart from the appendage of boiler fires and highly-rarefied shafts, such as Seaton Delaval. Where the applications have been made for conveying steam from boilers upon the surface to jets below ground, as at Ince Hall, and the neighbouring colliery of Messrs. Branker and Co., the result is an acknowledged failure; and in both of these cases the apparatus was prepared under the especial superintendence of Mr. Forster and Mr. Darlington, therefore not subject to the charge of being fitted up unscientifically.

ON THE NORTHERN MINING DISTRICTS.—No. I.

SIR.—I have long promised you some account of the mining districts of the North of England, and more particularly of the lead mining districts in the counties of Durham, Northumberland, Cumberland, and the North Riding of Yorkshire, with all of which I have been concerned, more or less; and of many mines within them. I have maps, plans, and sections of strata, notes and observations. Some years since, I sketched an outline-map of the lead mining districts comprised within bounds extending from the River Tyne, on the north, to the Yore, on the south, about 60 miles; and from the edge of the Newcastle coal-field to the western escarpment of Hartside Ridge, running south by Crossfall from York, about 30 miles from east to west, including a vast number of mineral veins, many lead mining and smelting works, some veins of copper, several of iron, and here and there patches of coal. It must at once be seen that extensive and numerous sources of wealth are comprised within the bounds of this sketch, when it is known that more than one-half of all the lead produced in England is raised within its limits, and yet those large districts are but partially developed. I had intended to send the sketch-map for your guidance in comprehending the descriptive accounts of localities, and of particular mines, to be sent you occasionally for filling it up, so as to suit the space you might kindly afford me in your valuable Journal, if you considered the matter sufficiently interesting to be admitted. I foresaw, however, that to do justice to the subject, it would occupy more time and labour than I could then spare from other avocations, and, like many a good resolution, it was put off, till the sketch and some memoranda were either lost or mislaid. The mania for speculation, which periodically seizes upon the public, and the gold fever now raging, requires that some endeavours should be made to draw attention to our own deposits of metals—precious as well as ponderous. A wide and rich field is open for successful adventure in various parts of England, Wales, Scotland, and Ireland; and if no person more competent should be induced to take the subject in hand, I will follow up my first resolution, and proceed leisurely with descriptive accounts of the different mines and mining fields comprised in my rough sketch, and contained within the valles of South Tyne, Whinfield, East and West Allen, Derwent, Weardale, Teesdale, Lunevale, Swaledale, Wensleydale, and Bishopdale, beginning in my next with Slattingstones, the only lead mine in working within the Duke of Northumberland's numerous royalties; Fallowfield, on Sir Edward Blackett's property, near Hoxham; and following along the outcrop of the coal-measures into the Vale of Derwent to Helyfield Mine, and a large tract of unexplored mining ground belonging to the Dean and Chapter of Durham; the Derwent Mines, in royalties, belonging to Henry C. Silvertop, Esq.; Thomas Skottowe, Esq.; the Rev. Daniel Capper, and Lord Crewe's; Allendale Mines, belonging to, and wrought by, W. Beaumont, Esq.; Alston Moor, numerous mines on Greenwich Hospital property, and that of several freeholders; Weardale, several mines belonging to the Bishop of Durham and some freeholders; Teesdale Mines, held under the Duke of Cleveland and William Hutchinson, Esq.; Lunedale, belonging to John Bowes, Esq.; Tynedale Manor, the property of Messrs. Rydell and Tuffnell; Crossfall, belonging to Sir R. L. Fleming; Duffon and Hilton, to the late Earl of Thanet's representatives. South of the Tees, and across a mountainous ridge called the Stang, the Hurst Mines, belonging to Joseph Morley, Esq.; Fell-end, to John Wharton, Esq.; and in the Vale of Arkleaghdale, the very old C. B. mines, belonging to J. Gilpin, Esq. In Swaledale: Ellerton Moor and Graniton Moor Mines, on Crown property; the Old Gang, Surrender, Blakethwaite, Beldy Hill, Sonning End, &c., in royalties belonging to Lord Pomfret and others. In Wensleydale: Kettleheads, Chaytor's Rake, Boltor Gill, Canehol Bottom, Apedale, &c., in Lord Bolton's royalty; and in freeholds at Aysgarth, Hayning Gill, Bishopdale, and Walden, belonging to Mr. Purchas and others; and on Stagg's Fell, the property of Lord Wharncliffe. The lead mines in Wharfedale (Craven), Malhamdale, Airdale, Nidderdale, and Coverdale, having been described before in the *Mining Journal*, I shall, probably, not notice; in fact, if I go on with what I have sketched out, it will sufficiently try your patience.—JOSY. DOLPHIN: *Hunter House, Biding Mill, Gateshead*.

PRODUCE OF SILVER IN GREAT BRITAIN.

a letter, dated April, 1850, says that he had read in the archives of Panama, that the duty of 5 per cent. from the single mine of gold of Cana, in Veraguas, which was closed in 1855, averaged at an early period \$3,500,000 annually, which supposes a registered produce of \$70,000,000 annually. Is not this a slip of the pen, and, if not, to what years does it refer? — A SUBSCRIBER: London, Sept. 27.

THE ADVANCE IN THE PRICE OF SCOTCH PIG-IRON.

SIR,—I take the liberty of addressing to you the following remarks, in the hope that they may elicit a satisfactory explanation of the extravagant advance in the price of Scotch pigs, or tend to check what I cannot but at present consider a very dangerous speculation. It is not to be denied, that the iron trade within the last six months has experienced a very decided and salutary change, and has emerged, if I may so speak, from a state between life and death, to one of vigorous and increasing vitality. The demand for manufactured iron, particularly in Staffordshire, has been almost greater than could be immediately supplied, occasioning an increase in the rate of wages, and consequent advance in price; there has also been a good demand for Welsh and Scotch bars; and it would have been very extraordinary if Scotch pigs had not also come in for a share of the general improvement; but although some improvement was not only inevitable, but perfectly legitimate, I, at this side of the Tweed, am quite at a loss to divine what there is about the Scotch pig which should entitle it to an advance of something like 40 per cent. Any one acquainted with the iron trade will know that there is no very close relation between Scotch pigs and Staffordshire bars, and that a large demand for the latter does not necessarily involve a large consumption of the former. The Staffordshire ironmasters breed their own pigs; and, I believe, it will be found that the present demand for English manufactured iron has had very little effect upon the consumption of the Scotch pig; though, of course, there has been some demand from the Welsh works for inferior brands, for the manufacture of their inferior railway iron. The following statement with respect to the furnaces will show that the rate of production is more than fully maintained, while a diminution in the export has to be set against any increase in the home consumption. In January this year there were in blast 114 furnaces, against 105 in January, 1851; and at this moment there are 111 to 112 furnaces in blast in Scotland, while the shipments from January to September this year are less by some 10,000 to 11,000 tons, as compared with the last. This is no serious failing off; but the excess of production over consumption for the last four or five years has been from 50,000 to 70,000 tons annually, and, consequently, the present stock may be taken, at a moderate computation, to amount to from 350,000 to 370,000 tons. Nor is this all; the storing of iron still continues, which is at least a proof that the consumption does not keep pace with the make, or the expense of storing would, undoubtedly, be saved by sending the iron at once to the founders' yard or the ship's side. How, under these circumstances, can we account for so amazing an advance in the price of an article, largely accumulated, and still accumulating, upon any other hypothesis than that of undue speculation? That the abundance of money has afforded facilities for this there can be no doubt; but I hold, that in an article of such immense production as Scotch pig-iron, scarcely any amount of speculation can permanently maintain so great an advance, unless the actual *bond fide* demand create a balance in favour of consumption over the make. I, therefore, think it behoves the dealers to be extremely cautious how they commit themselves to large purchases, as the Scotch makers are at present preparing six to eight additional furnaces, to be put in blast before the close of the year.

A MERCHANT.

Manchester, October 7.

THE COPPER TRADE.

SIR,—I have little time, and less inclination, to notice anonymous writers, especially so when they descend to personalities. I reiterate, that no one can be more sensible than myself of the high character and respectability of the houses which compose the copper smelting trade, or has been more ready than myself to bear testimony to it. What I have advanced on the subject of the copper ore trade, I am prepared to support by documentary evidence.

I have now before me Mr. Sanderson's (the lord's and proprietor's agent) divisional account of the proceeds of the well-known Parry's Mine, the particulars of which were furnished me by the late Mr. Owen Williams, of Berkely-square. It would appear, at the date of it, that Lord Anglesea and Lord Dinton, then Col. Hughes, held the mine in equal proportions. Lord Anglesea's moiety was consigned to the smelting houses, under the usual conditions of sale, customary allowances, estimate by assay, &c.; whilst Col. Hughes smelted his proportion: the proceeds in metal were sold by the copper companies on commission. The results, however, were that Colonel Hughes made a much larger sum of money by smelting his own ores than the noble marquis. The character of these ores, which contain a good deal of sulphate of copper, and are what is called "leader ores"—that is, readily acted on by the sharp fluxes of the assayers—is more than usually favourable to my views, the correctness of which I contend this case goes strongly to prove; or it will admit of a construction should be most unwilling to give it, or to admit.

T. I. HILL.

Gray's Inn-square, Oct. 14.

MINING IN CHRISTOW—WHEAL ADAMS.

SIR.—The remarks of "A Shareholder" in last week's *Mining Journal*, on my part Wheal Adams, published in a former Number, are so vague and far-fetched, that they really do not deserve noticing, nor should I have deemed it worth while to reply, had not the writer misrepresented what was written in that report. Surely every one who has read his sarcastic observations, and knows anything of mineral deposits, would not infer that because valuable ores were discovered in one mine, similar ones would necessarily be found in all other mines in the district. The nickel and cobalt long since known by the former directors to exist in Wheal Adams, stones of which were forwarded to them, from a part of the lode crossing a porphyritic course, which cyan does not traverse any other mining sett in the neighbourhood. With respect to a "course of ore in the north part of the mine from the 18 fm. level gone downwards, workable at 1s. 6d. and 2s. 6d. in 17," no remarks of the kind appeared in my report. A lode of ore taken away cannot exist; there is, however, lead ore gone down in untried ground, but it is not workable at 1s. 6d. and 2s. 6d. in 17—if it were so, I should not have said "the ground is not proved to this day." I should be very glad to learn when dividends were declared, but I fear that, even with the advantages of having stopped three-quarters of the operations in the mine, and working scarcely anything but the "courses of ore" in the 72 and 85 fm. levels, much delay will take place before "A Shareholder" will receive his dividend.

The observations on landlords and shareholders are absurd to comment on; I will not, however, flinch from my duty to those who have employed me, leaving it for to decide whether the past or the present management was most efficient. I am convinced that further controversy with parties whose aim is obviously not so much to make fair statements as to make statements subservient to their own interest, would be but waste of time to one who wishes to be guided by facts and common sense.—JOHN PRICE: Christow, October 13.

MINING REPORTS.

SIR.—I have frequently alluded to the silly-worded farago of perfect nonsense contained in some of the reports, weekly published in your Journal, from this mine and that, and expressed my conviction that were the agents' names to be appended, they would not only be ashamed thereof, but cease to furnish such, or become the derision of their brother agents around, who would laugh them to scorn. It does serious injury to mining, and requires amendment. I perceive that Capt. John Floyd, in your Journal of the 2d instant, positively states "that not a tenth part of the reports respecting Wheal Tom, Dora, Temple, Bodmin Moor Consol, Antimony, Cassandra Ann, and Dartmoor Consols," are his writing, and that he is in no way responsible for the statements put forth. This unfolds a tale I have long suspected to be true; not particularly in the seven mines enumerated, but many score others, and deserves the utmost indignation and exposure of every honest man. It, however, confirms my opinion, that such has been the fact in too many instances, and will continue while such an abominable practice is silently passed over by the shareholders in mines.

AROUS (of Truro).

BODMIN UNITED.—The working of these mines, which were suspended in 1847, in consequence of the confusion then existing in mercantile affairs, commenced in the month of June last; and on Monday, the 5th instant, a steam-engine of 50-inch cylinder, erected under the superintendence of Mr. West, the celebrated engineer, was set in motion. The spirited company now holding these mines having, in a manner almost unprecedented in mining affairs, built a new engine-house, with all necessary adjuncts, and erected an engine, in the short space of three months. The engine commenced work in good style. This being satisfactorily accomplished, the adventurers and miners afterwards partook of the usual Cornish fare of roast beef and plum pudding, and otherwise spent the evening in an agreeable manner. The sett of these mines (formerly known as the Tregullion, and then of the Lanivet Consols) extends over a large tract of land, at the foot of a granite range, in a stratum of soft blue killas, and is situated in the parish of Lanivet, near Bodmin. During the last workings, copper ore to the amount of 30,000t, was raised and sold; the lodes being more promising at the suspension of the works in 1847 than at any former period, of which no advantage could then be taken, by reason of the peculiar position in which some of the adventurers were placed, in consequence of the tightness of the money market. That the present company will be largely and speedily remunerated for the spirited manner in which they have resumed operations, and that the mines will, ere long, be in the list of those paying dividends, there can be no doubt, even if no larger quantity of copper ore shall be raised during the present working than during the last, as the increased value of that metal would realise a handsome profit; neither can there be any doubt that a greater quantity of ore will be raised as the mine becomes more extensively developed, which the present engine, together with its new position, will enable the adventurers to accomplish at a moderate expense, and to any extent, the present company having procured the sets of the necessary lands adjoining.

TAVISTOCK, Oct. 14.—The water-wheel on the Gate-post lode was set on work on Tuesday, and went off in a first-rate manner; there appears to be but one opinion, that the wheel will enable them to test the value of this extraordinary piece of mineralised property, which from its present appearance, according to the reports of eminent practical miners and geologists, fully warrants the outlay that has already been made by the present adventurers, and the further prosecution of the undertaking. After inspecting the machinery and the mineral of the Brake lode, the company adjourned to the Exeter Inn, where a sumptuous dinner was provided by Mr. W. Grubbe, the chair being occupied by Mr. John Skinner, merchant, of Tavistock. During the evening, Capt. James Carpenter, of New East Cornwall, expressed his firm conviction that the Devon Burr Burr would become, ere long, one of the most prosperous undertakings in the district.

IMPROVED BLOW-PIPE.—An invention was produced at the Royal Cornwall Polytechnic Exhibition, which is intended to render the instrument more portable, and at the same time to enable the operator to have with the blow-pipe the tests necessary for the discovery of metals in various ores. These tests are contained in small circular boxes at the end of the instrument; they are in the outermost microscopic salt (the double phosphat of soda and ammonium), and in the centre one some finely powdered borax, with either of which a bead can be formed on a platinum wire in the stem of the instrument, with the end of the blow-pipe, which when taken from the stem can be attached to the innermost of the circular boxes; after forming a bead with either of the foregoing tests, on dropping a particle of the ore to be analysed on the bead, its character will be indicated by the colour produced when hot or cold in the reducing or oxydising flame producible by this instrument.

MOTIVE POWER.—Mr. A. de Montval has patented a method of obtaining motive power from atmospheric air or other gas compressed in a cylinder or suitable vessel, by the application alternately of heat and cold to the same, whereby the air or gas is alternately expanded and condensed, and a reciprocating motion thus produced on a piston moving inside the cylinder, which reciprocating motion may be caused to actuate a crank or other means of applying the power obtained. To make the piston more effectually air-tight, it is packed, so to speak, with fluids such as water, or semi-fluid matters such as grease, &c.—Claims: 1. The system or mode of getting motive power by the alternate application of heat and cold to atmospheric air or other gases permanently enclosed in a cylinder or other suitable vessel.—2. The application of liquid, or semi-fluid matters, between the atmospheric air and the piston.

THE SOUTH WALES RAILWAY.—It will be recollectcd that the extension of this line from Swansea to Carmarthen was formally opened by the directors about a month ago, amid great rejoicing and much feasting, in the venerable town on the banks of the Towy. For some unexplained reason, best known to the Government Inspector, the public has been prohibited from travelling on it until Monday last, when the trains commence running to Carmarthen. As no reason has been given for the month's delay, various conjectures have been rumoured as to the cause, and among these the insecurity of the bridge over the River Loughor has been most prominent; whilst others have given a more ready credence to the insufficiency of the works generally. Had less mystery been observed as to the real cause, the public confidence in the safety of the railway would probably have been greater, or, at all events, it would not have been more damaged. The filth condition of the second and third class carriages on this line are really disgraceful, and afford a strong contrast to the comfortable and clean carriages on the Vale of Neath Railway; nor is it to be inferred that the deterging influence of soap and water that is complained of, or there are other well-grounded causes for dissatisfaction, which might be easily remedied by a little attention and a more active supervision.

BOSTON AND MIDLAND COUNTIES RAILWAY AND DOCK COMPANY.—We alluded, some short period since, to the North of Europe Steam Navigation Company, and there fully developed the importance of a railway communication between the eastern counties of the kingdom and the north of Europe. It is, therefore, with extreme satisfaction that we see the plan which was proposed in 1845, to connect the midland districts with the port of Boston, is now about to be realised. Boston affords singular advantages, being nearer to these ports than either Grimsby or Hull, and nearer (by 30 miles) to Nottingham, which may be considered the key of the midland districts. An Act will be applied for in the next session, and there is every prospect that the works will be completed in a short period.

RAILWAY CARRIAGES.—Mr. W. Piddington has patented some improvements in the construction of vehicles used on railways or on common roads, among the most noticeable of which are—1. A mode of constructing carriage-wheels with flexible spokes, composed of whalebone, spring steel, &c., and with divided tyres. The several portions of tyre are covered with a flexible material.—2. The application of catches to the spokes of carriage wheels constructed as above, for the purpose of combining or centralising the power of any number of such spokes.—3. The use of friction-roller bearings for axles, by which the necessity for the employment of lubricating materials is dispensed with. The friction rollers are supported in a circle of radially formed pieces of metal and India-rubber placed alternately, and encircled by a band of India-rubber, which maintains a constant tendency to contract and bind the circle of radial pieces close together and upon the friction rollers.—4. A mode of mounting the elastic spoked and divided tyre wheels on axles of unequal length, by which they may be brought close together, and one pair made to overlap or project beyond the other pair.—5. Two modes for employing portable rails to be laid down by a carriage as it advances.—6. The construction of the panels, mouldings, &c., of railway carriages of materials partaking of the nature of papier-mâché, such as straw, &c., suitably prepared, or of feulac, alone or combined with materials, such as before mentioned.

RAILWAY CONTRACTS.—A new system for the construction of railways was adopted, by tender, for the Middlesborough and Guisborough Railway. They were opened last week at the offices of Mr. Pease, M.P., Darlington, when Mr. John Harris's, being the lowest, was accepted for 19,000t.: the tenders ranged to 37,000t. The line is 11 miles, and is to be completed in December, 1853. The tender includes stations and all conveniences, excepting the iron for rails, chairs, &c.

PREVENTING RAILWAY ACCIDENTS.—To prevent railway accidents, from one train following too rapidly after another, Mr. Archer, of Hampton-court, proposes to establish signal-posts at any convenient distance from each other on the line of rails, and to fit to the rails in the immediate locality of these signal-posts an arrangement whereby the passage of a train may, by its pressure or weight, be caused to set up or exhibit instantaneously some signal, which, as soon as the train has passed, is, by the aid of supplementary contrivances, returned to its normal position, but at a very much slower rate than it was originally moved at, and the time thus occupied in the return or "unsettling" of the signal may be regulated to any required extent, so as to give notice to the engineer of a train of the time that has elapsed since the passage of the train immediately preceding. The arrangements by which these objects are effected constitute the subject matter of the claims, which are—1. The setting of signals or alarms by the pressure or gravity of a locomotive engine, carriage, or other vehicle in a state of motion passing along a permanent way of any kind, the said pressure or gravity being used in lieu of manual labour or other power. (This claim is considerably too wide—railway signals having been previously actuated by the passage of a train).—2. The improved inclined vane and friction wheel, by each or both of which the power derived from the gravity of the moving body is transmitted to the several other parts of the apparatus.—3. The air receiver admitting of a diminution or increase of its cubical contents.—4. The combination of bent levers, counter-weight, catches, wire chain, or other connecting medium in connection with the inclined vane or friction wheel, for communicating the settings or unsettings of the signals or alarms to a greater or lesser distance.

AUSTRALIAN GOLD MINING COMPANY.—We understand a deputation, which has set out for the colony, will make it their business to see whether any satisfactory kind of concession can be obtained from the Colonial Government, so as to justify the establishment of "The Australian Gold Mining Company," which, be it remembered, was the first project set on foot here for gold mining in Australia.

JOINT-STOCK ENTERPRISE.—The total capital required by the various joint-stock companies, including gold, railway, banking, and mining undertakings, projected during the present year, is estimated to amount to 30,000,000t., independent of the usual supplies in the shape of calls and loans for established companies.

HOLLOWAY'S PILLS, AN ADMIRABLE REMEDY FOR INDIGESTION AND DISORDERED STOMACHES.—The widow of an officer in the army, residing at Southampton, who had lived for several years in India, suffered there so dreadfully from the liver complaint and indigestion, that she could scarcely ever keep any food on her stomach, and her system became thereby so debilitated that she was reduced to a complete skeleton, and suffered continually from sick headaches and nervousness. On her return to England she commenced taking Holloway's pills, and in the course of six weeks this unrivalled medicine removed all traces of those distressing complaints, and she now enjoys the best of health. Sold by all druggists, and by Professor Holloway, 244, Strand, London.

LONDON (WATFORD) SPRING WATER COMPANY.—At a MEETING of the shareholders of this Company, held at the London Tavern, Bishopsgate-street, this day,

HENRY THOMAS HOPE, Esq., in the chair,

The following resolutions were carried unanimously:—

That the report of the provisional directors, and financial statement of the affairs of the company, now read be received and adopted.

That the best thanks of the Meeting are due, and are hereby tendered, to the Directors for the very able and satisfactory manner in which the matters devolving upon them have been conducted.

That with the view of settling and discharging the expenses incurred in the past session, and of taking immediate measures to reconstitute the company, and making a renewed application to Parliament in the ensuing session, the present Company be, and is hereby declared to be, dissolved.

The chairman having left the chair, it was proposed and carried,

That this meeting do resolve itself into a meeting for establishing the Company de novo, and that SIR ROBERT PRICE, Bart., M.P., be requested to take the chair, and it was then

Resolved.—That the proposed new Company be duly registered, under the title of the "London (Watford) Spring Water Company," and that the directors of the old company be requested to act as directors of the new company, with power to add to their number such gentlemen as they may see fit, and to take such steps as they may think requisite to promote the interests of the Company, and to procure an Act of Incorporation in the ensuing session of Parliament.

Thanks to the chairman having been voted, the meeting adjourned.

B. RANKIN, Sec. pro tem.

SANITARY REFORM.—HEALTH OF TOWNS.—WATER SUPPLY.

Large 8vo, with Coloured Plans, price 10s. 6d.

REPORT ON THE SUPPLY OF WATER TO THE TOWN OF SWANSEA.—By MICHAEL SCOTT, Esq., C.E.

Though from what we have said, as well as from the title of the book itself, it might be naturally inferred that Mr. Scott's work is exclusively of local interest, we are happy to add that it is of very general application—many of the principles it lays down, especially in reference to the rules that should govern arbitrations, in respect to the mercantile value of public works, being pertinent to matters of universal importance, though the *rationale* of their administration is little understood by those most concerned in them.

From the *Monmouth, Glamorgan, and Brecon Herald*.
Mr. Scott has evidently thought long and deeply, not simply upon the subject of water supply to Swansea, but generally upon the circumstances which render the demand for water greater in one place than another. * * * * In short, Mr. Scott is evidently a most able man, and has done more than justice to his subject. He has given his Report worth from its local information at Swansea, but he has also laid down in it principles so new, striking, and generally important, that sanitary, medical, and engineering inquirers elsewhere will look to it with interest and eagerness, when engaged in investigations similar to that which Mr. Scott has been employed upon. For the *rationale* of arbitration in public water companies, and as to what constitutes a good water supply, we can recommend them no better authority.

From the *Swansea Herald*.

We are pleased with the mode in which the author handles his subject; he not only gives data, and draws his conclusions, but he so fully explains the mode in which the inquiry is to be conducted, as to enable the general reader to follow out his reasoning, and to form his conclusions for himself. * * * * The Report is well worthy of being in the hands of, and carefully perused by, every one interested in the economy of the local expenditure under the Public Health Act.

See also *Herapath's Journal*, Oct. 2, 1852.

TO AUSTRALIAN AND CALIFORNIA GOLD MINING COMPANIES, EMIGRANTS, CAPTAINS OF VESSELS, and OTHERS proceeding to the Gold Regions.—HUNT'S PATENT GOLD WASHING MACHINE will be found the only invention of practical utility to those parties who are really going to the diggings. The patentee, who has for many years had great experience in the washing of mineral ores, can with great confidence recommend it; and he is assured that it only requires to be known to become generally used. Any one calling at 14, St. Benet's-place, Gracechurch-street, City, London, will be shown highly satisfactory testimonials as to its complete applicability for the washing of auriferous sands and quartz. Parties interested can see the machine practically tested every week-day, between the hours of 1 and 2 p.m., at No. 14, St. Benet's-place.

PRICES (WITH PACKING CASE) IN LONDON.

No. 1. Full size, best quality of strong copper £19 10 0
partly of zinc 17 12 0

No. 2. Half-size, best quality of strong copper 18 5 0
partly of zinc 14 10 0

Prospects may be obtained by applying, either personally or by letter, to John Grace, Esq., 14, St. Benet's-place, as above; or of the manufacturers, Messrs. Distin and Chafe, Devonport; and Henry Bath & Son, Swansea.

EAST WHEAL VOR (TIN AND COPPER) NEAR HELSTON, CORNWALL.

COMMITTEE OF MANAGEMENT IN LONDON.

JOHN EBENEZER DUNT, Esq., Cockspur-street.

GEGE

Mining Correspondence.

BRITISH MINES.

ALFRED CONSOLS.—Wield's engine-shaft is sunk 3 fms. 2 ft. 6 in. under the 100, and on Saturday last was set to 12 men to sink, for the month, at 17*l.* per fm. The lode in the 100 fm. level, west of No. 1 winze, is worth for copper ore 100*l.* per fm.; the lode in the same level, east of this winze, is worth for copper ore 70*l.* per fathom. At our monthly setting last Saturday we set to six men to stop over the 100 fathom level, for the month, at 2*l.* 10*s.* per fathom. The lode in the 100 fm. level, west of No. 2 winze, is worth for copper ore 50*l.* per fathom. The 100 fathom level, west of Wyld's shaft, is communicated to No. 2 winze—the men are preparing this shaft for drawing from this level. The lode in the stopes over the 90 fathom level, east of the engine-shaft, is worth for copper ore from 40*l.* to 50*l.* per fm. There is no change to notice in any other part of these mines since the last report. Our tribute department looks well.

BAT HOLES.—The lode in the 48 fm. level, driving north, is 2 ft. wide, intermixed with lead ore. The lode in the 36 fm. level, driving north, is 2*l* ft. wide—a mixture of spar and brown blonde, with a strong feed of water coming from the end, and is congenial ground for lead ore. The lode in the stopes south of the winze, in the bottom of the 40 fm. level, is 3 ft. wide, composed of spar and blonde, and interspersed with lead ore—profitable ground. The lode in the stopes north of the winze, in the bottom of the 40, is 3 ft. wide, which will pay well for stopping. The lode in the winze sinking below the 27 fm. level is 4 ft. wide—all saving work. As soon as a communication is effected with this (27 fm. level) and the 36 fm. level, we shall be in a position to set more men to stop both north and south of the winze, and increase our samplings. The ground in the engine-shaft at the lower Bat Holes is somewhat harder than it was; but it does not impede our progress in sinking, as the ground will stand without timber. The shaft is now down 16 fms. 3 ft. We have now about 2 fms. more to sink; after which, we shall send out a cross-cut to the lode, and no time shall be lost in effecting this object.

BRACON.—Tolman's lode continues to produce good tinstuff. We expect in ten days to cut the sand shaft lode, and have every reason to believe it will turn out well; if so, it is our intention to put the engine on that shaft, so that it will command the other lodes in the mine.

BEDFORD UNITED.—The lode in the 115 fathom level east is 3 feet wide, worth 3*l* tons of ore per fm. There has been no lode taken down in the 103 fm. level. In the 90 fm. level the lode is worth 3 tons, and in the 80 fm. level, 1 ton of ore per fm. The pitches generally are looking well.

BLACK CRAIG.—The engine-shaft is nearly 2 fms. below the level, and the rider is making its appearance on the north side. In the 40 end west the blackstone has taken a turn south, having rider ground between it and the north wall; they are clearing the 40 end east very slowly, owing to the back being so badly crushed down. No. 1 pitch is much the same, but No. 2 has much improved in the stopes near No. 2 cross-cut. The ground has still the appearance of rider in the cross-cut south from the 25 east, and this end has a piece of rider on the north of the blackstone. Other places are as last reported.

BLAEN CAYLEN.—The shaft is now down the required depth, the lode all standing on the north side, and from the quantity of water issuing therefrom I have every reason to believe there is a good course of ore in it, and which will be laid open by cutting the plat. I have set the plat to be 8 ft. wide, 8 ft. high, and 8 ft. long, as a bargain, for 16*l.* The winze is ready, and will be put in its place, and the pumps delivered at the mine on the 18th inst. The ground in the adit level is becoming a little more hard.

BODMIN CONSOLS.—In the 13 fm. level north the stopes are yielding very fair quantities of lead; indeed, more than I expected. In the 26 fm. level north the ground is easier, and giving some rich stones of ore from a large and kindly lode. In the 38 fm. level the lode has undergone a very great alteration for the better, especially the north end, where we have a solid leader of lead, 6 in. wide, with indications of improvement. The dressing is progressing rapidly, and we shall shortly be ready to sample more ore than I promised.

BORINGDON CONSOLS.—The tip plat in the 12 fathom level, at Annie's shaft, is completed, and the men have commenced fixing the drawing-lift from the adit to the 12 fm. level. The ground in Murchison's shaft is still rather hard, consequently we cannot make the progress in sinking we could wish. The 12 fm. level of Annie's shaft, is as last reported. I intend setting a pitch in the back of this level next week; the lode going west carries a little ore, but nothing to value. The tramroad in the adit level is completed, and I have set the end this morning (October 14) to drive by six men the month out, at 1*l.* per fathom, the men to carry in the tramroad and the tramming at 5*s.* per fathom.

BOTTLE HILL.—The 50 fathom level driving west is just as last reported; the 50 fm. level driving east is improved for tin, and I think this to be the first thing for the mine, as the end is in whole ground from the 110 fm. level to the surface. The end between the 50 and 34 is just as last reported, not rich. The stope west of Fozey's shaft is looking well, as we have a good lode. The rise above the 50, in Vigne's shaft, is not quite so good, but a very good lode for tin ore. In the winze sinking under the 34, the men are getting good wages, but I cannot say anything about the lode, as we have not taken down any. Josiah's shaft is getting on very well; if this shaft be communicated with the end driving east in the 50 or 110 fathom level, we should then have Strode's to the west and Josiah's shaft to the east, and should be able to draw stuff each end of the mine. The tribute that I set last setting day is going on very well, and the men are getting good wages. Last Thursday I set a pitch west of the 24 fm. level is going down with all speed to communicate with the engine-shaft in the 34; the lode has improved for tin. I have great hopes of this lode at deeper levels, and at the junction with the east and west lode in the engine-shaft, which underlays towards it. The winze in the bottom of the 12 fm. level is yielding fair work. The tributaries are already raised and not dressed is about 10 tons. The carpenters are getting on as fast as possible with the stamps, and I expect it will be completed with the dressing floors by the end of November, so that we may commence dressing the hams, and the crusher we hope to get to work by the end of December, when we hope again to make regular returns, and if the standard of copper ore continues as at present we expect to set more pitches in the back of the 12 and 23 fm. levels. I beg to recommend the following places being set to work:—The sinking of the engine-shaft below the 32 fm. level, by six men and three labourers. The driving of the 32 fathom level west, by six men; and as soon as a plat is cut to put four men to drive east in this level, and to continue the driving of the cross-cut south in the 23 fm. level, by four men, as at present.

EAST WHEAL REETH.—The engine-shaft is sunk 44 fms. below the adit level on the course of the north and south lode, which lode has increased in size within the last 2 fms. sinking from 2 to 5 ft. wide. The east and west lode in the shaft is from 8 to 12 fm. wide—both lodes are still poor: the ground is much improved for sinking. I had hoped to have been in a position to communicate some decided discovery ere this general meeting of the company, but we must have a little more balance, and, as I have stated before, we shall be repaid our outlay, &c. The winze in the bottom of the 24 fm. level is going down with all speed to communicate with the engine-shaft in the 34; the lode has improved for tin. I have great hopes of this lode at deeper levels, and at the junction with the east and west lode in the engine-shaft, which underlays towards it. The winze in the bottom of the 12 fm. level is yielding fair work. The tributaries are already raised and not dressed is about 10 tons. The carpenters are getting on as fast as possible with the stamps, and I expect it will be completed with the dressing floors by the end of November, so that we may commence dressing the hams, and the crusher we hope to get to work by the end of December, when we hope again to make regular returns, and if the standard of copper ore continues as at present we expect to set more pitches in the back of the 12 and 23 fm. levels. I beg to recommend the following places being set to work:—The sinking of the engine-shaft below the 32 fm. level, by six men and three labourers. The driving of the 32 fathom level west, by six men; and as soon as a plat is cut to put four men to drive east in this level, and to continue the driving of the cross-cut south in the 23 fm. level, by four men, as at present.

EAST WHEAL RUSSELL.—Since my last we have discovered ore in the 55 fathom level, in a leader on the south part of the main lode, east of the shaft, of very good yellow and black ore; it shows we are improving as we go in depth. I have not the least doubt of our having great quantities of ore in this level, as we proceed towards the great cross-course.

October 13.—Hitchins' shaft is looking just as last reported, with spots of grey ore occasionally.

We have begun to cut on the lode in the 55, east of Hitchins' shaft, and find ore in it. I shall be able to let you know more in my next report. We have good stones of ore in the 45 driving east, a very promising end; the end driving west is just the same—gossan, prian, sugar-spar, and greens of copper. The cross-cut driving south is in killas of the same character as in my last. The cross-cut driving north is slow for progress, being very hard, and plenty of water still coming from the present end. I expect we shall have more favourable ground shortly, as I see the capels inclining downward, and fillills in the back of the end. We resumed driving the tunnel end on Monday last; the lode is also of the same character as in my last—producing good stones of ore, and very promising for a course of ore. The railroad we have laid in the tunnel answers exceedingly well.

EAST WHEAL VOR.—We have cleared the adit level upwards of 200 fathoms in length, and have driven 4 fathoms on the course of the lode, which is 3 ft. wide, producing some good stones of tin. We have also made a lead of 300 fms. in length, to bring home the water for the masons, and to condense the steam from engine. We have cut down the flat-rod shaft, for the reception of the pitwork, 10 fms., and there are about 12 fms. more to cut before reaching the adit level. The shaft is sufficiently large for the pitwork. We have close timbered the whin-shaft 5 fms. from surface, and all preparatory work for the engine is going on expeditiously.

ESGAR LLEE.—We are driving east and west of the 20 fm. level, on the course of the south lode, it being large and spotted with ore, but not sufficient to set a value on. From the present appearance of the middle lode, in the 10 east, there can be no doubt we are bordering on the junction of the caunter lode. We cannot speak of any alteration in the stopes since last reported.

GARREG.—A few fathoms have been driven east from the north and south lode, where the engine-shaft, where we considered an east and west lode had been intersected; but not looking so promising as when intersected, and the ground much disordered, it has been discontinued, and the south lode resound; the lode in this end is also much disordered, but not without lead. In opening the north shaft we have taken down some part of the lode allowed to remain by the old workers, which has produced some good lead; the greatest part of this lode is still remaining about the north shaft, which can be taken away at a moderate tribute. This shaft has been cleared through to the adit level, and will soon be communicated with the 20.

GAWTON UNITED.—Slim's shaft is down 5 fms. 4 ft. 6 in. below the adit level, this is the bottom of the old men's working; contrary to expectation, we have got the lode in the shaft, and it must have taken a much faster underlay from the level than it shows at present in the shaft; I am proud to say, however, its appearances will justify the most sanguine expectation, it is nearly 5 ft. wide, and as far as seen in cutting through, is composed of soft spar, peach, mundic, copper ore, and lead—saving work—carrying a beautiful flockan, on the hanging wall, in an excellent channel of killas ground, and has been pronounced by several mine agents to be a splendid looking lode. I wait advice for making preparations to sink to a 10 fm. level, as soon as we have seen the north part of the lode. The shaft must be collared up and cut down to its present depth sufficiently large for a engine when required, but we shall have no occasion for a whim until down to the adit level, having already tram-road laid down in the shaft. I am quite confident of successful results attending our operations, and look forward, at no very distant period, to see a course of great success at this place. It may not be amiss to state, that the Devon and Cornwall United Mining Company have, in co-operation, discovered a lode from 7 to 8 ft. wide, composed of gossan, spar, and spots of ore—this is a little to the east, and immediately adjoining, our sett, and I can trace the lode home to the boundary edge; there are rocks of gossan from this lode computed at nearly 2 tons in a rock, and I believe it is in contemplation to erect a steam-engine thereon; this, of course, will give an additional value to our sett. In the old whin-shaft, and the western shaft the water is forced about 9 fms. The back of the 7 fm. level we find worked away, plainly indicating that the lode had been productive, and holding out hopes that reports are correct as to the lode in the bottom. On the whole, our prospects are of a cheering description, and we are confident, that with necessary outlay on the Gawton United Mine, this will be a very productive concern.

GOGINAN.—The lode in the 60 fm. level, east of Gilbertson's shaft, is improving, and yielding good saving work. The lode in the winze below the 45 fm. level, at the boundary shaft, is yielding 1*l* 1*s.* ton per fm. The lode in Bryn Pier shaft is about 9 ft. wide, with a very promising appearance, yielding good stones of ore. The tribute pitches are looking well.

GREAT COWARCH.—I have made a very fine discovery in the new ground south, and cannot see more than about 6 ft. deep as yet, but as far as I can observe it looks excellent, averaging from 2 to 3 ft. wide, and can be worked 180 fms. deep from our adit level; it is a very important discovery.

GREAT TREGUNE.—The late floods having broken in upon us, we are obliged to abandon the shaft until the rods, &c., are completed, in order to pump, or the springs go back. The shodding at Tregune is going on satisfactorily, but we have not yet cut the lode. I have complied with your instructions respecting driving from the adit to the main lode; on this I shall write you again in a day or two.

GREAT WHEAL BADDERN.—The lode in Kenworthy's shaft is 1*l* ft. wide, composed of mundic and spots of lead; the lode in the rise above this level is still producing good stones of lead. The lode in the 40 east is about 9 in. wide—all of which is good work. The lode in the 30 east is 1*l* ft. wide, very good; but the ground is so soft that we have had a run in this level, which will take the greater part of this week to secure. We have begun to drive the 20 east again towards the new shaft; the ground appears to be better for driving, but the lode is unproductive. There is nothing new to name in any other part of the mine. The stopes and tribute pitches are looking very satisfactorily, and are sending up a fair quantity of work for the floors.

GUSKUS.—Our engine-shaft has now reached the 30 fm. level, where the lode is about 2 ft. wide, a little disordered by meeting with Martin's lode, but is not without lead. Our 20 fm. level, east of engine-shaft, is extended about 14 fms., and the lode is improving in size and quality in the present end; the same level, west of engine-shaft, on Guskus lode, has reached to the first wipze under the 10, about 13 fathoms from shaft; the lode is not quite so large as it has been—about 20 in. wide, with tin to save, but not so good as it has been; the winze nearly over this end is down about 7 fms. below the 10 fm. level, producing good tinstuff. The 20 fm. level, west of the engine-shaft, on Martin's lode, is driven nearly 12 fms.—lode 1 ft. wide, containing some good grey ore, with a very promising appearance; this level east, on Guskus lode, has passed through some fms. of good tin ground, but is now unproductive; we have a rise going up about 10 fms. behind the present end, in the back of the 10 fm. level, on Guskus lode, turning out a good quantity of tinstuff, mixed with a little

EAST BLACK CRAIG.—The shaft is cleared about 6 fms. below the 12 fm. level; the ground is crushed very much, but it is quite dry. The adit is progressing slowly, owing to the slackness of the air.

EAST CROWNDALE.—We have not cut the branch in the cross-cut south—driven about 7 ft., ground very hard. The branch of ore in the pitch is still very good, but is not quite so large as it was; the men are making wages at 4*s.* 6*d.* in 1*l.* received a note from Capt. Dunstan, in which he states that you, with the committee, are anxious to begin the sinking of the shaft at once; consequently, I intend putting some men to make provision for doing so, by taking up water in the shaft, cutting ground for bearer and cistern in the 55 fm. level, &c. Do you depute any one to attend the ticketing for the sale of our ores? I sent a sample, as you directed, to Swansea.

EAST POLGOOTH.—We succeeded in getting out the water from our bottom level last Sunday. Our clacks being bad, and all very anxious to make our lifts secure, four of our sumpmen came on Sunday morning to change the clacks, and while in the act of changing them the engine crept out of doors, the plunger-pole came down on one of the men's heads and killed him at once; no blame is attached to any one. By this means we lost our bottom lift under water; we have again got it up, and changed our bottom clacks. The lifts are now all to rights, and in a very fair way for working the water by Monday. The 20 end west is much the same as last week, also the adit cross-cut; we are getting on with the smith's shop.

EAST WHEAL GEORGE.—Since the last meeting we have brought up a deep well, the ground being bad, and all very anxious to make our lifts secure, four of our sumpmen came on Sunday morning to change the clacks, and while in the act of changing them the engine crept out of doors, the plunger-pole came down on one of the men's heads and killed him at once; no blame is attached to any one. By this means we lost our bottom lift under water; we have again got it up, and changed our bottom clacks. The lifts are now all to rights, and in a very fair way for working the water by Monday. The 20 end west is much the same as last week, also the adit cross-cut; we are getting on with the smith's shop.

EAST WHEAL REETH.—Since the last meeting we have brought up a deep well, the ground being bad, and all very anxious to make our lifts secure, four of our sumpmen came on Sunday morning to change the clacks, and while in the act of changing them the engine crept out of doors, the plunger-pole came down on one of the men's heads and killed him at once; no blame is attached to any one. By this means we lost our bottom lift under water; we have again got it up, and changed our bottom clacks. The lifts are now all to rights, and in a very fair way for working the water by Monday. The 20 end west is much the same as last week, also the adit cross-cut; we are getting on with the smith's shop.

EAST WHEAL REETH.—Since the last meeting we have brought up a deep well, the ground being bad, and all very anxious to make our lifts secure, four of our sumpmen came on Sunday morning to change the clacks, and while in the act of changing them the engine crept out of doors, the plunger-pole came down on one of the men's heads and killed him at once; no blame is attached to any one. By this means we lost our bottom lift under water; we have again got it up, and changed our bottom clacks. The lifts are now all to rights, and in a very fair way for working the water by Monday. The 20 end west is much the same as last week, also the adit cross-cut; we are getting on with the smith's shop.

EAST WHEAL REETH.—Since the last meeting we have brought up a deep well, the ground being bad, and all very anxious to make our lifts secure, four of our sumpmen came on Sunday morning to change the clacks, and while in the act of changing them the engine crept out of doors, the plunger-pole came down on one of the men's heads and killed him at once; no blame is attached to any one. By this means we lost our bottom lift under water; we have again got it up, and changed our bottom clacks. The lifts are now all to rights, and in a very fair way for working the water by Monday. The 20 end west is much the same as last week, also the adit cross-cut; we are getting on with the smith's shop.

EAST WHEAL REETH.—Since the last meeting we have brought up a deep well, the ground being bad, and all very anxious to make our lifts secure, four of our sumpmen came on Sunday morning to change the clacks, and while in the act of changing them the engine crept out of doors, the plunger-pole came down on one of the men's heads and killed him at once; no blame is attached to any one. By this means we lost our bottom lift under water; we have again got it up, and changed our bottom clacks. The lifts are now all to rights, and in a very fair way for working the water by Monday. The 20 end west is much the same as last week, also the adit cross-cut; we are getting on with the smith's shop.

EAST WHEAL REETH.—Since the last meeting we have brought up a deep well, the ground being bad, and all very anxious to make our lifts secure, four of our sumpmen came on Sunday morning to change the clacks, and while in the act of changing them the engine crept out of doors, the plunger-pole came down on one of the men's heads and killed him at once; no blame is attached to any one. By this means we lost our bottom lift under water; we have again got it up, and changed our bottom clacks. The lifts are now all to rights, and in a very fair way for working the water by Monday. The 20 end west is much the same as last week, also the adit cross-cut; we are getting on with the smith's shop.

EAST WHEAL REETH.—Since the last meeting we have brought up a deep well, the ground being bad, and all very anxious to make our lifts secure, four of our sumpmen came on Sunday morning to change the clacks, and while in the act of changing them the engine crept out of doors, the plunger-pole came down on one of the men's heads and killed him at once; no blame is attached to any one. By this means we lost our bottom lift under water; we have again got it up, and changed our bottom clacks. The lifts are now all to rights, and in a very fair way for working the water by Monday. The 20 end west is much the same as last week, also the adit cross-cut; we are getting on with the smith's shop.

EAST WHEAL REETH.—Since the last meeting we have brought up a deep well, the ground being bad, and all very anxious to make our lifts secure, four of our sumpmen came on Sunday morning to change the clacks, and while in the act of changing them the engine crept out of doors, the plunger-pole came down on one of the men's heads and killed him at once; no blame is attached to any one. By this means we lost our bottom lift under water; we have again got it up, and changed our bottom clacks. The lifts are now all to rights, and in a very fair way for working the water by Monday. The 20 end west is much the same as last week, also the adit cross-cut; we are getting on with the smith's shop.

EAST WHEAL REETH.—Since the last meeting we have brought up a deep well, the ground being bad, and all very anxious to make our lifts secure, four of our sumpmen came on Sunday morning to change the clacks

promising character, was small, but we are happy to say, that at the present depth in the shaft, it is considerably larger, being 3 ft. wide, composed of peach, spar, mandie, and copper ore, and of a very encouraging appearance, underlaying north 2 ft. in a fathom; we shall now sink the engine-shaft upon the course of this lode, and expect in about 8 fms. sinking it will form a junction with another lode we met with in cutting a plat in the 53 fm. level, and going down nearly perpendicular; we expect also, that a third lode we met with in the same cross-cut, further south, will also fall into Louisa lode about 2 or 3 fms. deeper. Our progress in opening ground during the last three months has been much impeded by a very hard chisel of ground, through which we had to sink our shaft; this is now changed, and we shall get on much faster; much delay also has been occasioned by our having had to fix a standing-lift, connection-rods, &c., for 28 fms., and again to take out and refit it, to enable us to work on the course of the lode. We have had also to fix air machines, air-pipes, &c.; these operations, although indispensable, have been tedious, and occasioned great loss of time; now, however, we are quite complete, and shall open ground fast. We have great hopes, from the present appearance of Louisa lode, that we may meet with good branches of copper ore in sinking; but when the junctions of the four lodes above referred to occurs, we feel confident of something very good.

NORTH DOWNS.—In the 60, east of west shaft, the lode is 14 in. wide, worth 8f per fathom. In the 60, east of John Michael's shaft, the lode is 18 in. wide, much the same as last reported. In the 70, east of John Michael's shaft, the lode is 18 in. wide, and very little ore at this time. In the winze below the 60, east of John Michael's shaft, the lode is 10 in. wide, with spots of ore. John Michael's shaft, below the 60, is sinking in the country. Our tribute department is somewhat improved since our last. We intend to sample about 30 tons of ore in the course of next week.

NORTH WHEAL ROBERT.—In the 42 fathom level, driving west of Murchison's shaft, the lode is 3½ feet wide, composed of flockan, spar, peach, mandie, and good stones of copper ore, a very kind lode. The lode in the 30 end, west of Murchison's shaft, is worth 12f. per fathom; the lode in the same level east is 2 ft. wide, composed of flockan, spar, and mandie, with occasional spots of ore. The cross-cut south in the adit level is driving with all speed.

PENBROKE AND EAST CRINNIS.—In the 40, east of Garden shaft, the lode is 15 ft. wide, with very good stones of ore on the north part. At Garden shaft, sinking under the 48, the lode is 2½ ft. wide, worth at least 12f. per fathom. In the 58, east of Carlyon's shaft, the lode is 5 ft. wide, with very good stones of ore. The water in this part of the mine is in fork 7 fms. under the 50. At East Crinnis, in the 50, east of Smith's shaft, the lode is 3½ ft. wide, the ground a little improved. In the 60, east of Smith's shaft, the lode is 2 ft. wide. In the 70, east of ditto, the lode is 5 ft. wide, ground also improved; west of Rundle's the lode is 18 in. wide. In the 30, west of Thomas's, the lode is 3 ft. wide, and much improved in appearance, with some very good ore. In the 20 east, on Thomas's south lode, the lode is 18 in. wide, with good ore throughout. In the 30 fm. level, west of Hunter's shaft, the lode is 18 in. wide, with good spots of ore. The water is in fork in this part of the mine to the back of the 90: we shall drop the lift here again to-morrow (6th), and hope by the end of the week to get the 90 fm. level drained throughout both the mines. We have at surface about 160 tons of ore, which we shall sample on Monday, the 18th inst.

PENHALLE.—The water at the engine-shaft is now in fork to the back of the bottom level, and we hope by the latter part of this week to be in fork to the bottom. The lode in the end of the shaft is looking a great deal better than we expected to find it for ore. We have commenced clearing the 58 fm. level north, where we hope to find some good tribute ground. The 58 south we are clearing as fast as possible. The 48 south, at Gurney's shaft, we have cleared about 20 fms., and hope to find the end in the course of 5 or 6 fathoms further, according to the information we have had. At Morcom's shaft, as the water is not down to the 58, there is nothing done since last reported. The whole ground which we have found standing in the bottom and back of the 58 is looking very promising for tribute.

PENLLYNE COURT.—Before referring to the workings of the mine, the committee wish to make a few remarks as to the formation of the company. It was first brought into notice by the issue of a prospectus, setting forth the intention to raise a capital of 50000, by the issue of a like number of shares, on a deposit of 10s., and two calls of 5s. each; but of these only 500 were applied for by respectable parties up to May last, at which period a proposal was made to take up the whole 5000 shares by three persons. However gratifying this offer might be, the promoters were hardly warranted in entertaining such proposition, without first securing the appropriation of the 500 shares originally applied for; consequently, an arrangement was effected, by which Mr. Thomas Field and his friends took up the whole of the shares, less the 500 referred to, which have been duly taken up and the deposit paid. By the prospectus, 600 shares were also reserved for the promoters, free of calls; your committee, however, thought such issue of shares prejudicial to the interest of the company, and accordingly made proposals to cancel the right to any such free shares, which ended in the payment of 250/- instead thereof, 150/- of which was repaid to the committee for 150 shares, H. paid up. The additional capital has been provided by sums, from time to time, upon the remaining shares, and will be so provided until the sum of 10s. is paid up thereon. The operations at the mine are satisfactorily progressing. The old workings of three shafts have been cleared up, timbered, and sunk upon; in the middle shaft a good branch has been put in, producing excellent stones of ore, but owing to the abundance of water the sinking of this shaft has not been continued for the last six weeks. The upper shaft, being in higher ground, is down 37 yards, and will be sunk to 20 fathoms, where the lode is expected to be reached. In accordance with Captain Curry's recommendation, two horse-whirls have been contracted for, and are now in progress of fixing on the mine, by means of which the water will be got out, and the works continued with vigour. From the extraordinary accounts of this mine among the records of the town of Cowbridge, and from its present appearances, it is evident a large quantity of lead has been raised therefrom at different periods, especially about the year 1763, referring to which date the committee have an official assay made at Goldsmith's Hall, and dated July 23, 1763. The cash account and statement of liabilities and assets are appended, showing a balance in favour of the mine of 15990. 16s. 9d.

PETER TAVY AND MARY TAVY.—There is no alteration in the bottom or 57 fm. level, the men having just commenced to drive. The lode in the 43 fm. level west is carrying more peach, with spots of ore. The wheel-pit lode in the adit level, driving east, is 18 in. wide, composed of gossan, mandie, and spots of copper ore.

PORKELLIS UNITED.—We shall resume driving on the Tymorgie lode, in the 24 fathom level, as soon as the shaft is sunk on the lode; we have about 4 fm. further to sink; all the stopes are looking well. Our tributaries are breaking good work on the north lode, and will get wages at the prices set. Growan lode, in the 24 west, is 5 feet wide,—an excellent lode, and still improving in size and quality; this end is just getting under the rich lode we had in the 12; the stopes are good, they were never better. All our pitches on No. 1 lode are looking well, and turning out large quantities of rich tin work. Our surface operations are progressing satisfactorily. The engine is in a forward state, and the work pronounced by the engineer as excellent.

RIX HILL.—Our tribute pitches are just as last reported, nor have I anything of importance to notice in the tutwork department. I have suggested to Capt. Dunstan the propriety of taking up the 5-in. lift of pump; we now have lying idle at the bottom of middle shaft, and put them beside the present lift, from the 17 to surface in sump-shaft, to assist in raising the water through this winter. As we are likely to have some hindrance we must do so, or have a larger lift at sump-shaft; and as we have this small one on the mine idle, what I have proposed would be less expensive than new. The tenth day falls on Sunday, therefore we shall not sample out till Monday or Tuesday. We shall have the full quantity before named—14 tons.

ROUGHTENGHIL.—The ground in the deep level continues favourable, now driving on the course of the lode; if no change takes place, the men will drive 9 or 10 fms. this month, by which time we shall be approaching near the 60, above where the lode contains the yellow phosphate. The ground in the new sump, sinking under the 60 fm. level, is harder than last month; the sump will be down about 20 fms., by the end of the month; the 60 fm. level, driving west of engine-shaft, is much improved this last week, and the lode has a promising appearance for ore. The 70 fm. level, driving west of engine-shaft, still continues hard; the end is now in a hard course of spar; we expect by the end of the week we shall get through it, when it will be a better ground for driving on the other side. The stopes in the back of the 70 fm. level, west of engine-shaft, on the counter lode, are looking well, and have every appearance of improving in length. The stopes east of engine-shaft have much improved this last week for ore. The stopes in the back of the 60 fm. level, west of the long rise, continue good for grey ore; the stopes in the back of the 60 fm. level, east of engine-shaft, turn out well, and every appearance of a long continuance. The ground in the 50 fathom level, at Silvergriff, is much harder than it has been for some months, but has the appearance of a change for the better. We are now clearing out the 20 fm. level; the ground in the back has been all worked out for the last 15 fms.; we have discovered several bunches of ore left on the footwall side; from the present appearance of the working there is a great part of the lode lying on the south side; when we clear on the level a few fathoms further we shall put a cross through, to ascertain whether there are any more workings on the other side of the lode; as far as we have seen the old workings in the 20 fm. level, they hold out good prospects for the 50 fm. level coming under.

SOUTH FRIENDSHIP WHEAL ANNE.—Since my report of the 28th Sept. we have continued to drive the 28 fm. level east, the appearance of the lode being much the same as at that time, producing stones of copper ore. The sinking of the winze below the 26 fm. level has also been continued with all vigour; the lode in its present bottom is still divided into three parts, each containing rich copper ore. We expect some good results when they again form a junction.

SOUTH TOLGUS.—Youren's lode, in the 42 west, is much improved this week, yielding from 1 to 1½ ton of rich ore per fm. The 32 is producing saving work. A level has been commenced driving east of new shaft, on the new lode, which is about 1 ft. wide, looking very promising, and yielding some stones of black and yellow ore.

TAMAR SILVER-LEAD.—In the 215 fm. level the lode is 4 in. wide, composed of mandie and ore. The lode in the 205 end is 1 ft. wide, composed of capel and string of ore, and the ground a little easier for driving. The lode in the rise in the back of the same level is 2 feet wide, composed of mandie and ore—very good saving work.

The lode in the 175 end is 18 inches wide, composed of fluor-spar, capel, and ore—very promising end. The lode in the 160 end is 2 ft. wide, rich work. At the north mine, the 100 cross-cut is progressing slowly by means of its being in a floor of grey cinnabar and spar. In the 90 end the lode is 18 in. wide, 6 inches of which is rich work; in the 80 end the lode is 1 ft. wide, composed of fluor-spar, mandie, and ore; in this end we expect a change shortly.

TAVY CONSOLS.—The lode in the 56 end going east is 5 feet wide, worth 1½ a ton of good ore per fm.; the stones in the back of the 56 are without alteration. The rise in the back of the 46 is producing some good work for copper ore. The winze in the bottom of the 36 is worth 3 tons of ore per fm. The 24 end east is looking better; the lode is 3½ ft. wide, all stamp work. The lode in the 20 end east is 7 ft. wide, composed of quartz, peach, mandie, and spots of black and yellow ore, a more promising end cannot be seen. The cross-cut north, in the 12 fm. level, is without alteration—ground easy for driving. The three tribute pitches in the 36 continue to look well, particularly the bottom pitch, which is worth 30/- per fm.

TREBELL CONSOLS.—The operations on the south part of the north lode in the tin department are the same as last reported—we are stamping and dressing as usual. The engine works well. The adit at St. Gonga at present requires no timber, ground good for driving. We shall be obliged to have another shaft shortly for ventilation, it will also save cost in wheeling the stuff. The cost of sinking a shaft will not be much, the ground being very good, and the depth not much above 8 fms.

TREBURGET UNITED.—The favourable weather we have had during the past week has enabled us to make considerable progress in the building off the engine-house; and I hope, if it continues fine, in a fortnight to have the roofs on complete, since our last meeting. I have attended to the wishes of the adventurers, in endeavouring to clear out and resume the driving of the north cross-cut west. Being even through a very soft flockan, and left lode so long without timber, the natural result was we found it perfectly together. We endeavoured to go through it without a shaft, but could not.

In sinking the shaft, which came down on the run, we discovered a lode to the west of the flockan, above 6 ft. wide, about 4 ft. of which is composed of

very soft spar and gossan, and the remainder capel and mandie. This lode of itself bears sufficient indications, even if there was a certainty of neither one ahead of the sinking a shaft and attacking flat-rods to the engine, and prove it at a 20 fm. level, which can be easily done. In sinking rods for the Old Treburget lode, on the south part of the set, we came down on a counter lode, 2 ft. wide, composed of soft spar, flockan, and gossan, which forms a junction with the Old Treburget lode, about 10 fathoms north from where it is seen in the lode. I think I may now be certain that this is the Old Treburget lode; having taken the run of it in the old mine, and bringing it to a point where we have it in the pit 2 ft. wide, and although but a little more than 6 ft. from the surface, it carries a splendid gossan and flockan.

TRELAWNY.—Trelawny shaft is sunk 6 feet below the 120, and have 3 feet more to sink for bearers and cistern. We are still driving by the side of the lode in the 120, and are now doing the same in the 107. In the 92, north end, the lode is 3 feet wide, and worth 11f. per fm.; the south end is 2½ feet wide, worth 10f. per fm. At the north mine, Smith's shaft is sunk 6 ft. below the 78, and the ground is favourable. The lode in the 78, north end, is 3 ft. wide, worth 9f. per fm. The lode in the south end is 1 ft. wide, worth 9f. per fm. The lode in the 78 end, north of Trebene, is 1½ feet wide, worth 8f. per fm. In the rise in the back of the 68, north of Smith's shaft, the lode is 2 ft. wide, worth 7f. per fm. In the winze in the bottom of the 55 the lode is worth 6f. per fm. We have commenced a winze in the bottom of the 68, north of Smith's shaft, where the lode is 3 feet wide, worth 8f. per fm., and the ground good for sinking. The stopes and pitches are turning out much as usual.

TRELEIGH CONSOLS.—In the 125, east and west of Garden's, the lode is 3 feet wide, composed of spar, capel, and mandie, and very poor at present. In the 113 fm. level, west of Garden's, the lode is 20 in. wide, with spots of ore; in the 113, east of ditto, the lode is 18 in. wide, but very little ore. In the 109, west of Garden's, the lode is small and poor; in the 109, east of Christo, the lode is large, about 18 fms. wide, looking more kindly than in our last, with good stones of ore occasionally. Our tribute department is in much the same as in our last. We intend to sample about 70 tons in the course of next week; no stamps ore.

TRELOWETH.—The ground in the engine-shaft is much the same as last reported, —to-day at 40f. per fm. I think that the ground will ease as the lode gets nearer the shaft; in the 55 the cross-cut is 8 fms. to the lode. The lode is much increased in size in the 55 west, and ground very easy for driving; we can see it 7 feet wide, having neither wall of the lode in present end; it is a promising lode, with stones of copper ore. The 45 west is driven to within 6 fms. of shaft; the last 6 feet driving has discovered a larger lode, letting out more water. As soon as the level is driven under Woodfall's shaft we purpose cross-cutting through the lode, and we think it likely that the water will be drained from the 20, west of Woodfall's. About 30 fathoms west of Woodfall's, in the 20 fm. level, we drove through a cross-course 14 feet wide, and cut water that soon filled the level; there being no communication below the adit at present from the engine-shaft to Woodfall's will account for the water rising. For several fathoms before we cut the cross-course we had a fine looking lode, yielding excellent stones of copper ore, but we were not able to see the lode west of the cross-course on account of the water. I think very favourable of the lode in this part of the mine, and anticipate better results when the 45 is driven under this ground. Provided we can cut down the water west of Woodfall's, we shall soon communicate that shaft to the 45 fm. level. The shaft at present is 7 fms. 1 foot below the 20, and ground easy for sinking, provided the water was gone.

TRENAULT LIME QUARRIES.—I have been working hard in carrying out the instructions of the committee, and we are progressing so satisfactorily with every part that all will be completed in a day or two. It is a source of great satisfaction to the neighbourhood that the quarries are getting into full operation, for there was a period when lime was more in demand, with every appearance of an increasing consumption. Our local consumption, without interfering with the supply from neighbouring kilns, which amounts to from 800 to 1000 bushels per day, will extend over an area of between 90,000 and 100,000 acres for manuring purposes, irrespective of which the Trenauit lime is valuable for mortar, and for building works under water which it becomes harder than stone.

WEST GOGINAN.—The lode in the engine-shaft, sinking under the 30 fm. level, is 6 ft. wide, with a mixture of killas, mandie, jack, and small branches of lead ore. The ground in the 30 fm. cross-cut is still favourable for driving. The men in sinking the winze shaft under the 15 fm. level, on the south lode, have been prevented from sinking for the last four or five days, in consequence of the heavy floods of rain which have fallen this week; they commenced sinking again yesterday. The lode in this shaft is 7 ft. wide, with a mixture of jack and lead ore, more of the latter than we have seen since the men commenced sinking.

WEST POLGOOTH AND HEWAS UNITED.—The engine-shaft is sunk 5½ fms. below the 14 fm. level. Both cross-cuts driving north, towards the north lode, are in favourable ground. The 14 fm. level driving west, on south lode, producing some excellent stones of tin. The tribute pitches are producing some good tinstuff. The stopes are working well, and will stamp out plenty of tinstuff this winter.

WEST WHEAL ALFRED.—There are 12 men clearing up Carr's engine-shaft below the 45 fm. level; the two lifts are fixed in a dam, and from present appearances we hope to get to the bottom of the mine in five or six weeks from this date (Oct. 8). We are busily engaged about fixing the 80-inch cylinder engine and three boilers, which were contracted for with Messrs. Sandys Vivian and Co., before the rise in the price of iron. The stall will be finished on Tuesday next, and it will take about a month to build the boiler house and fix the boilers, but unless we have less rain than late our progress in this part of the work will be slow. Our steam-whim answers its purpose very well, and shortly the crusher will be at work, but in consequence of the difficulty to procure the few castings essential to its working from the foundry, our delay has been longer than I expected. There are four men driving the 45 fm. level, west of engine-shaft, at 4f. per fathom; the lode in the end is 10 ft. wide, with stones of yellow ore, and judging from the dip of copper ore in the levels above there remains 10 to 12 fms. to get under the ground before referred to. Four men are driving the 37 fm. level, west of Mexico shaft, at 27 per fathom, lode 6 feet wide, yielding much mandie, with good stones of copper ore. Four men are driving the 30 fm. level, west of Mexico shaft, lode 9 ft. wide, yielding stones of copper ore. Four men are driving the 80 fm. level, east of Lemon's shaft, lode 8 ft. wide, ore; they remain about 46 fms. to communicate with the 30, west of Mexico shaft—from the present appearance of the ends it will take three months to hole. Four men are sinking a winze below the 30, opposite Lemon's shaft, lode 6 ft. wide, of a promising appearance for copper, and will yield 2 tons per fm. Four men are sinking Mexico shaft below the 37 fm. level, in country north of the lode 12 fms., the shaft is down 8 fms. below the 37. We have 20 men working on tribute at 12s., and as soon as the water is in fork no doubt there will be more employed breaking down ore. Our surface erections are drawing to a close, and in future we may expect in driving the several levels east and west to make discoveries of copper ore; the lode is very wide, and contains a large quantity of mandie, and in depth it augurs favourable for making a productive lode.

WEST WHEAL FANNY.—We hope to cut through the lode in the adit next week.

WEST WHEAL TOWAN.—No particular change has occurred in the level since the last report. The 15 fm. level is started west from Vivian's shaft, and is expected to open good tribute ground. The pitches are increasing, and the tributaries are working well. We sold last week 5 tons of black tin, at 61f. 2s. 6d. per ton, and the next month's returns of black tin will be about 12 tons.

WHEAL ARTHUR.—The lode in the 50 west is as last reported. The lode in the 35 west is 3 ft. wide, producing fine stones of copper ore per fm., worth 8f. per ton; this winze is down 5½ fms. The lode in Hancock's winze, sinking below the 35 west, is 4 ft. wide, producing 1½ ton of copper ore per fm., worth 8f. per ton; this winze is down 8½ fms. The lode in Burges' rise, in the back of the 35 east, is 2½ ft. wide, producing 2 tons of copper ore per fm., worth 8f. per ton. In the 35 east, the great cross-course is not yet cut through, but we hope to meet with the eastern wall in a few days, when we shall drive south towards the lode. The lode in the 20 west is 3 feet wide, composed of spar, gossan, and good stones of copper ore.—Great South Lode: The ground in the 50 cross-cut south is without alteration; the water has increased of late.—Old Lode: The lode in the 50 west is 6 ft. wide, composed of spar, peach, mandie, and good stones of copper ore.

WHEAL BAWDEN.—The shaft is down to-day (Oct. 6) 20 feet from the surface, sinking by six men, at 3f. per fm. I have also put two men to bring up the lobby for the wheel-pit, and think it is quite time to give the order for the castings for the wheel and, now shortly to commence building it. I shall be glad if you will write me a note and say whether I shall do so. The shaft is going down in a most favourable stratum of ground for lead. We are sinking the shaft 10 ft. by 6 ft.: this will be a good engine-shaft.—Oct. 11. We are getting on well with sinking the shaft, in good ground, and favourable for lead.

WHEAL BAZELEY.—The trial shaft is down about 4 fms. The water during last week was so quick from the heavy rain as to stop operations; it is

side of the cross-cut, in the bottom, on the goosan part of the lode, it is richer than we have before seen it, having broken from this spot excellent stones of ore. We shall, in a few days, employ some men to drive upon it, and will report the result; at present they cannot be employed, as hindrance would be caused to both parts, being in each other's way.

WOOD.—The lode in the south end is much improved since last report, producing good saving work; the lode in the south shaft is 20 in. wide, composed of capel, spar, and mundic, with a leader of lead on the foot wall of a rich quality, 4 in. wide. At the White Rock shaft the lode is 20 in. wide, and showing a very kindly appearance, and still improving in depth. We are getting on with our crusher with all possible dispatch, as we have a good pile of work at surface now prepared for it, and making all preparations in our underground operations, so as to be able to make good returns.

FOREIGN MINES.

LINARES MINES.—Received from Capt. Alexander W. Martyn:

Pozo Ancho. Oct. 3.—I have let the pit to cut in the 65 fm. level, to three Englishmen and Spanish labourers, for £47. 10s., and hope to get it completed by the end of the present month, when we shall lose no time in resuming our sinking below this level. We are still continuing the cross-cut north in the 65 fm. level, east of San Anton winze; the end is composed of granite and spar, with spots of lead, and from the quantity of water issuing through it, induces me to think the main part of the lode is still to the north, but, owing to the ground being hard, our progress is slow; it is now 4 ft. beyond the end. The 55 end, west of Buena Ventura, is worth 3 tons of ore in a fm., and in advance of the winze 20 varas 2 ft.—ground hard. The stopes east of San Anton we have let to eight men on tribute, at 1½ reals per arroba for lead ore, they allowing ½ real for dressing. The stopes west of Las Nieves are worth 3 tons of ore in a fm., and now beyond the winze 3 varas 2 ft. The 55 end, east of Shaw's shaft, is improving in appearance, the lode being 2½ in. wide, and spotted with ore throughout, but not yet to value. The 45, east of La Esperanza winze, is worth 3 tons of ore in a fm., and in advance of the above winze 23 varas 1 ft.—ground good. The new wheel in the bottom of this level, east of Shaw's shaft, is worth 2 tons of ore in a fm.—ground moderate, and below the level 5 varas 1 ft. In the 45 end, west of San Juan shaft, the lode is large, with spots of lead, not to value, the ground is hard. There is no change to notice in San Juan shaft, neither in the cross-cut in the 55 fm. level coming under it, the ground being still hard; the former is sunk below the 45. 21 varas, and the latter driven north 6 varas 2 ft.; we hope to make a communication here in rather less than two months from this time. In cutting the plat at Thorne's shaft, in the 31 fm. level, we found the south lode worth 3 tons of ore in a fm. This is a very important discovery, it being probable that the lode is standing whole for a considerable height above this level. The end on the same lode, east of Shaw's, is worth 1½ ton of ore in a fm. The 20 fm. level, west of this shaft, on the north branch, is worth 2½ tons of ore in a fm., in advance of the shaft 10 varas; the ground throughout this part of the mine is hard. The end west of the cross-cut, in the 31 fm. level, on the north branch, east of La Esperanza winze, is worth 1½ tons of ore in a fm.—ground good. The lode in the 31 end, west of San Juan, is large, with stones of lead occasionally, but not to value. The end on the north branch, in this level, also west of San Juan shaft, is worth 1 ton of ore in a fm., with moderate ground, in advance of the cross-cut 3 varas 1 ft. I have also put two men to drive a cross-cut to cut off the north lode about 5 fms., above the 31 fm. level, and about 35 fms. west of Shaw's shaft; there being apparently a large portion of ground unproven in this part. Field's shaft is cut down and made good to the depth of 47 varas 2 ft., but being still in the old men's workings, there is no change to notice. At Warne's shaft, we have cleared to the bottom of the old men's workings, and I am glad to state that the lode is large and of a very promising nature, worth 1 ton of ore in a fm.; the ground is good, and I doubt not but the lode will much improve in depth. We have commenced cutting a plat, and, when finished, shall immediately commence sinking the shaft on the course of the lode; the whim for drawing the stuff at this shaft is nearly completed. The shaft is cut down and made good, and from the surface to the bottom is 49 varas. The shaft on the north lode is worth 1 ton of ore in a fm., and now below the surface 29 varas. The tribute department is looking just as usual. I think this month's raising will amount to about 260 tons.

One weighed in, 54 tons 5 cwt.: total in stock, 389 tons.—Pig-lead smelted, 37 tons: total in stock, 705½ tons.

ROYAL SANTIAGO MINING COMPANY.

Cobre. Sept. 8.—The number of English miners we have, I think are sufficient until the Ermitano and St. Andrew are more developed. Capt. Tuckfield arrived at Cuba from Jamaica on the 31st August. I expect he will be a great assistance to me; he was underground with me at Taylor's on Monday, and appeared pleased with the lode. On the 2d inst., I again dialled the position of the 110 fathoms level, and made present end 4 ft. east of the boundary; there is a good lode in the end, and I can see but very little alteration from appearances backwards; the rock and country on the north side seem to be of a little softer nature. We are fixing a railway to bring the ore and waste from the end to a spot a few fathoms east of these stopes. We have to secure and timber 20 fms. of Robertson's shaft, and fix launders to carry off the water. We have recommenced loading up the Sir Isaac Lyon Goldsmith. The rains commenced yesterday in good earnest, a large stream was running all day through our precipitate works.

SOUTH AUSTRALIAN COPPER MINING COMPANY.—The directors have received the following report from Mr. F. W. Bassett:

Agreeably with your request, I now report to you the probable annual yield of your mine at Strathalbyn. I must begin by reminding you that, not having seen the property, these calculations must necessarily be contingent upon the accuracy of the description given of it by the Government colonial mineral surveyors, Messrs. Pascoe and Trewartha. Of the perfect truth of these descriptions I have not the slightest doubt, as they were confirmed by the Honourable John Morphett, Messrs. Elder, Philcox, and Stirling, our Australian directors, who, from their intimate connection with the Burra Burra, are well acquainted with mining property. In the Strathalbyn sett you have several fine parallel lodes, and on these a number of shafts have been sunk, three of which are available for the immediate extraction of ore. In this report I shall confine my attention solely to the workings on one single lode, although you have several parallel ones, all easy of access by cross-cutting, and from which ore could also be extracted, greatly increasing the returns, beyond the amount at which I have here estimated them. The ore ground now standing, and here referred to, is that in the inclined, or Mary's shaft, which will soon be cut by the perpendicular shaft. You have here an 18 and a 28 fathom level. The lode in question is thus described, in various reports from the managing agents, and also by Mr. Trewartha and other mining engineers:—"The lode in the back of the 18 fathom level is from 4 to 6 ft. wide, 12 in. of which are copper ore. The lode from the 18 to the 27 fathom level is 6 to 10 ft. wide, with two veins of copper ore, one against each wall, 18 in. wide, of good quality. In sinking the shaft below the 18 fathom level the lode was found to be from 10 to 12 feet wide, yielding about 10 tons of ore per fathom, of 12 per cent. on an average. In the shaft to the 28 fathom level the lode is from 4 to 6 ft. wide, with a vein of grey, black, and yellow copper ore, upon the footwall 18 in. wide. The lode in the bottom of Mary's shaft is 10 ft. wide, 6 ft. of which are copper ores." It thus appears that, as the lode was sunk upon, the deposits of ore are regular and lasting, and are found to be still increasing as far as they have gone down upon it. You have at present standing, between the 18 and the 28 fathom level, a large bulk of ore ground, worth at least 10 tons per fathom, and which can be broken and raised as soon as the shaft is sunk, three of which are available for the immediate extraction of ore. In this report I shall confine my attention solely to the workings on one single lode, although you have several parallel ones, all easy of access by cross-cutting, and from which ore could also be extracted, greatly increasing the returns, beyond the amount at which I have here estimated them. The ore ground now standing, and here referred to, is that in the inclined, or Mary's shaft, which will soon be cut by the perpendicular shaft. You have here an 18 and a 28 fathom level. The lode in question is thus described, in various reports from the managing agents, and also by Mr. Trewartha and other mining engineers:—"The lode in the back of the 18 fathom level is from 4 to 6 ft. wide, 12 in. of which are copper ore. The lode from the 18 to the 27 fathom level is 6 to 10 ft. wide, with two veins of copper ore, one against each wall, 18 in. wide, of good quality. In sinking the shaft below the 18 fathom level the lode was found to be from 10 to 12 feet wide, yielding about 10 tons of ore per fathom, of 12 per cent. on an average. In the shaft to the 28 fathom level the lode is from 4 to 6 ft. wide, with a vein of grey, black, and yellow copper ore, upon the footwall 18 in. wide. The lode in the bottom of Mary's shaft is 10 ft. wide, 6 ft. of which are copper ores." It thus appears that, as the lode was sunk upon, the deposits of ore are regular and lasting, and are found to be still increasing as far as they have gone down upon it. You have at present standing, between the 18 and the 28 fathom level, a large bulk of ore ground, worth at least 10 tons per fathom, and which can be broken and raised as soon as the shaft is sunk, three of which are available for the immediate extraction of ore. In this report I shall confine my attention solely to the workings on one single lode, although you have several parallel ones, all easy of access by cross-cutting, and from which ore could also be extracted, greatly increasing the returns, beyond the amount at which I have here estimated them. The ore ground now standing, and here referred to, is that in the inclined, or Mary's shaft, which will soon be cut by the perpendicular shaft. You have here an 18 and a 28 fathom level. The lode in question is thus described, in various reports from the managing agents, and also by Mr. Trewartha and other mining engineers:—"The lode in the back of the 18 fathom level is from 4 to 6 ft. wide, 12 in. of which are copper ore. The lode from the 18 to the 27 fathom level is 6 to 10 ft. wide, with two veins of copper ore, one against each wall, 18 in. wide, of good quality. In sinking the shaft below the 18 fathom level the lode was found to be from 10 to 12 feet wide, yielding about 10 tons of ore per fathom, of 12 per cent. on an average. In the shaft to the 28 fathom level the lode is from 4 to 6 ft. wide, with a vein of grey, black, and yellow copper ore, upon the footwall 18 in. wide. The lode in the bottom of Mary's shaft is 10 ft. wide, 6 ft. of which are copper ores." It thus appears that, as the lode was sunk upon, the deposits of ore are regular and lasting, and are found to be still increasing as far as they have gone down upon it. You have at present standing, between the 18 and the 28 fathom level, a large bulk of ore ground, worth at least 10 tons per fathom, and which can be broken and raised as soon as the shaft is sunk, three of which are available for the immediate extraction of ore. In this report I shall confine my attention solely to the workings on one single lode, although you have several parallel ones, all easy of access by cross-cutting, and from which ore could also be extracted, greatly increasing the returns, beyond the amount at which I have here estimated them. The ore ground now standing, and here referred to, is that in the inclined, or Mary's shaft, which will soon be cut by the perpendicular shaft. You have here an 18 and a 28 fathom level. The lode in question is thus described, in various reports from the managing agents, and also by Mr. Trewartha and other mining engineers:—"The lode in the back of the 18 fathom level is from 4 to 6 ft. wide, 12 in. of which are copper ore. The lode from the 18 to the 27 fathom level is 6 to 10 ft. wide, with two veins of copper ore, one against each wall, 18 in. wide, of good quality. In sinking the shaft below the 18 fathom level the lode was found to be from 10 to 12 feet wide, yielding about 10 tons of ore per fathom, of 12 per cent. on an average. In the shaft to the 28 fathom level the lode is from 4 to 6 ft. wide, with a vein of grey, black, and yellow copper ore, upon the footwall 18 in. wide. The lode in the bottom of Mary's shaft is 10 ft. wide, 6 ft. of which are copper ores." It thus appears that, as the lode was sunk upon, the deposits of ore are regular and lasting, and are found to be still increasing as far as they have gone down upon it. You have at present standing, between the 18 and the 28 fathom level, a large bulk of ore ground, worth at least 10 tons per fathom, and which can be broken and raised as soon as the shaft is sunk, three of which are available for the immediate extraction of ore. In this report I shall confine my attention solely to the workings on one single lode, although you have several parallel ones, all easy of access by cross-cutting, and from which ore could also be extracted, greatly increasing the returns, beyond the amount at which I have here estimated them. The ore ground now standing, and here referred to, is that in the inclined, or Mary's shaft, which will soon be cut by the perpendicular shaft. You have here an 18 and a 28 fathom level. The lode in question is thus described, in various reports from the managing agents, and also by Mr. Trewartha and other mining engineers:—"The lode in the back of the 18 fathom level is from 4 to 6 ft. wide, 12 in. of which are copper ore. The lode from the 18 to the 27 fathom level is 6 to 10 ft. wide, with two veins of copper ore, one against each wall, 18 in. wide, of good quality. In sinking the shaft below the 18 fathom level the lode was found to be from 10 to 12 feet wide, yielding about 10 tons of ore per fathom, of 12 per cent. on an average. In the shaft to the 28 fathom level the lode is from 4 to 6 ft. wide, with a vein of grey, black, and yellow copper ore, upon the footwall 18 in. wide. The lode in the bottom of Mary's shaft is 10 ft. wide, 6 ft. of which are copper ores." It thus appears that, as the lode was sunk upon, the deposits of ore are regular and lasting, and are found to be still increasing as far as they have gone down upon it. You have at present standing, between the 18 and the 28 fathom level, a large bulk of ore ground, worth at least 10 tons per fathom, and which can be broken and raised as soon as the shaft is sunk, three of which are available for the immediate extraction of ore. In this report I shall confine my attention solely to the workings on one single lode, although you have several parallel ones, all easy of access by cross-cutting, and from which ore could also be extracted, greatly increasing the returns, beyond the amount at which I have here estimated them. The ore ground now standing, and here referred to, is that in the inclined, or Mary's shaft, which will soon be cut by the perpendicular shaft. You have here an 18 and a 28 fathom level. The lode in question is thus described, in various reports from the managing agents, and also by Mr. Trewartha and other mining engineers:—"The lode in the back of the 18 fathom level is from 4 to 6 ft. wide, 12 in. of which are copper ore. The lode from the 18 to the 27 fathom level is 6 to 10 ft. wide, with two veins of copper ore, one against each wall, 18 in. wide, of good quality. In sinking the shaft below the 18 fathom level the lode was found to be from 10 to 12 feet wide, yielding about 10 tons of ore per fathom, of 12 per cent. on an average. In the shaft to the 28 fathom level the lode is from 4 to 6 ft. wide, with a vein of grey, black, and yellow copper ore, upon the footwall 18 in. wide. The lode in the bottom of Mary's shaft is 10 ft. wide, 6 ft. of which are copper ores." It thus appears that, as the lode was sunk upon, the deposits of ore are regular and lasting, and are found to be still increasing as far as they have gone down upon it. You have at present standing, between the 18 and the 28 fathom level, a large bulk of ore ground, worth at least 10 tons per fathom, and which can be broken and raised as soon as the shaft is sunk, three of which are available for the immediate extraction of ore. In this report I shall confine my attention solely to the workings on one single lode, although you have several parallel ones, all easy of access by cross-cutting, and from which ore could also be extracted, greatly increasing the returns, beyond the amount at which I have here estimated them. The ore ground now standing, and here referred to, is that in the inclined, or Mary's shaft, which will soon be cut by the perpendicular shaft. You have here an 18 and a 28 fathom level. The lode in question is thus described, in various reports from the managing agents, and also by Mr. Trewartha and other mining engineers:—"The lode in the back of the 18 fathom level is from 4 to 6 ft. wide, 12 in. of which are copper ore. The lode from the 18 to the 27 fathom level is 6 to 10 ft. wide, with two veins of copper ore, one against each wall, 18 in. wide, of good quality. In sinking the shaft below the 18 fathom level the lode was found to be from 10 to 12 feet wide, yielding about 10 tons of ore per fathom, of 12 per cent. on an average. In the shaft to the 28 fathom level the lode is from 4 to 6 ft. wide, with a vein of grey, black, and yellow copper ore, upon the footwall 18 in. wide. The lode in the bottom of Mary's shaft is 10 ft. wide, 6 ft. of which are copper ores." It thus appears that, as the lode was sunk upon, the deposits of ore are regular and lasting, and are found to be still increasing as far as they have gone down upon it. You have at present standing, between the 18 and the 28 fathom level, a large bulk of ore ground, worth at least 10 tons per fathom, and which can be broken and raised as soon as the shaft is sunk, three of which are available for the immediate extraction of ore. In this report I shall confine my attention solely to the workings on one single lode, although you have several parallel ones, all easy of access by cross-cutting, and from which ore could also be extracted, greatly increasing the returns, beyond the amount at which I have here estimated them. The ore ground now standing, and here referred to, is that in the inclined, or Mary's shaft, which will soon be cut by the perpendicular shaft. You have here an 18 and a 28 fathom level. The lode in question is thus described, in various reports from the managing agents, and also by Mr. Trewartha and other mining engineers:—"The lode in the back of the 18 fathom level is from 4 to 6 ft. wide, 12 in. of which are copper ore. The lode from the 18 to the 27 fathom level is 6 to 10 ft. wide, with two veins of copper ore, one against each wall, 18 in. wide, of good quality. In sinking the shaft below the 18 fathom level the lode was found to be from 10 to 12 feet wide, yielding about 10 tons of ore per fathom, of 12 per cent. on an average. In the shaft to the 28 fathom level the lode is from 4 to 6 ft. wide, with a vein of grey, black, and yellow copper ore, upon the footwall 18 in. wide. The lode in the bottom of Mary's shaft is 10 ft. wide, 6 ft. of which are copper ores." It thus appears that, as the lode was sunk upon, the deposits of ore are regular and lasting, and are found to be still increasing as far as they have gone down upon it. You have at present standing, between the 18 and the 28 fathom level, a large bulk of ore ground, worth at least 10 tons per fathom, and which can be broken and raised as soon as the shaft is sunk, three of which are available for the immediate extraction of ore. In this report I shall confine my attention solely to the workings on one single lode, although you have several parallel ones, all easy of access by cross-cutting, and from which ore could also be extracted, greatly increasing the returns, beyond the amount at which I have here estimated them. The ore ground now standing, and here referred to, is that in the inclined, or Mary's shaft, which will soon be cut by the perpendicular shaft. You have here an 18 and a 28 fathom level. The lode in question is thus described, in various reports from the managing agents, and also by Mr. Trewartha and other mining engineers:—"The lode in the back of the 18 fathom level is from 4 to 6 ft. wide, 12 in. of which are copper ore. The lode from the 18 to the 27 fathom level is 6 to 10 ft. wide, with two veins of copper ore, one against each wall, 18 in. wide, of good quality. In sinking the shaft below the 18 fathom level the lode was found to be from 10 to 12 feet wide, yielding about 10 tons of ore per fathom, of 12 per cent. on an average. In the shaft to the 28 fathom level the lode is from 4 to 6 ft. wide, with a vein of grey, black, and yellow copper ore, upon the footwall 18 in. wide. The lode in the bottom of Mary's shaft is 10 ft. wide, 6 ft. of which are copper ores." It thus appears that, as the lode was sunk upon, the deposits of ore are regular and lasting, and are found to be still increasing as far as they have gone down upon it. You have at present standing, between the 18 and the 28 fathom level, a large bulk of ore ground, worth at least 10 tons per fathom, and which can be broken and raised as soon as the shaft is sunk, three of which are available for the immediate extraction of ore. In this report I shall confine my attention solely to the workings on one single lode, although you have several parallel ones, all easy of access by cross-cutting, and from which ore could also be extracted, greatly increasing the returns, beyond the amount at which I have here estimated them. The ore ground now standing, and here referred to, is that in the inclined, or Mary's shaft, which will soon be cut by the perpendicular shaft. You have here an 18 and a 28 fathom level. The lode in question is thus described, in various reports from the managing agents, and also by Mr. Trewartha and other mining engineers:—"The lode in the back of the 18 fathom level is from 4 to 6 ft. wide, 12 in. of which are copper ore. The lode from the 18 to the 27 fathom level is 6 to 10 ft. wide, with two veins of copper ore, one against each wall, 18 in. wide, of good quality. In sinking the shaft below the 18 fathom level the lode was found to be from 10 to 12 feet wide, yielding about 10 tons of ore per fathom, of 12 per cent. on an average. In the shaft to the 28 fathom level the lode is from 4 to 6 ft. wide, with a vein of grey, black, and yellow copper ore, upon the footwall 18 in. wide. The lode in the bottom of Mary's shaft is 10 ft. wide, 6 ft. of which are copper ores." It thus appears that, as the lode was sunk upon, the deposits of ore are regular and lasting, and are found to be still increasing as far as they have gone down upon it. You have at present standing, between the 18 and the 28 fathom level, a large bulk of ore ground, worth at least 10 tons per fathom, and which can be broken and raised as soon as the shaft is sunk, three of which are available for the immediate extraction of ore. In this report I shall confine my attention solely to the workings on one single lode, although you have several parallel ones, all easy of access by cross-cutting, and from which ore could also be extracted, greatly increasing the returns, beyond the amount at which I have here estimated them. The ore ground now standing, and here referred to, is that in the inclined, or Mary's shaft, which will soon be cut by the perpendicular shaft. You have here an 18 and a 28 fathom level. The lode in question is thus described, in various reports from the managing agents, and also by Mr. Trewartha and other mining engineers:—"The lode in the back of the 18 fathom level is from 4 to 6 ft. wide, 12 in. of which are copper ore. The lode from the 18 to the 27 fathom level is 6 to 10 ft. wide, with two veins of copper ore, one against each wall, 18 in. wide, of good quality. In sinking the shaft below the 18 fathom level the lode was found to be from 10 to 12 feet wide, yielding about 10 tons of ore per fathom, of 12 per cent. on an average. In the shaft to the 28 fathom level the lode is from 4 to 6 ft. wide, with a vein of grey, black, and yellow copper ore, upon the footwall 18 in. wide. The lode in the bottom of Mary's shaft is 10 ft. wide, 6 ft. of which are copper ores." It thus appears that, as the lode was sunk upon, the deposits of ore are regular and lasting, and are found to be still increasing as far as they have gone down upon it. You have at present standing, between the 18 and the 28 fathom level, a large bulk of ore ground, worth at least 10 tons per fathom, and which can be broken and raised as soon as the shaft is sunk, three of which are available for the immediate extraction of ore. In this report I shall confine my attention solely to the workings on one single lode, although you have several parallel ones, all easy of access by cross-cutting, and from which ore could also be extracted, greatly increasing the returns, beyond the amount at which I have here estimated them. The ore ground now standing, and here referred to, is that in the inclined, or Mary's shaft, which will soon be cut by the perpendicular shaft. You have here an 18 and a 28 fathom level. The lode in question is thus described, in various reports from the managing agents, and also by Mr. Trewartha and other mining engineers:—"The lode in the back of the 18 fathom level is from 4 to 6 ft. wide, 12 in. of which are copper ore. The lode from the 18 to the 27 fathom level is 6 to 10 ft. wide, with two veins of copper ore, one against each wall, 18 in. wide, of good quality. In sinking the shaft below the 18 fathom level the lode was found to be from 10 to 12 feet wide, yielding about 10 tons of ore per fathom, of 12 per cent. on an average. In the shaft to the 28 fathom level the lode is from 4 to 6 ft. wide, with a vein of grey, black, and yellow copper ore, upon the footwall 18 in. wide. The lode in the bottom of Mary's shaft is 10 ft. wide, 6 ft. of which are copper ores." It thus appears that, as the lode was sunk upon, the deposits of ore are regular and lasting, and are found to be still increasing as far as they have gone down upon it. You have at present standing, between the 18 and the 28 fathom level, a large bulk of ore ground, worth at least 10 tons per fathom, and which can be broken and raised as soon as the shaft is sunk, three of which are available for the immediate extraction of ore. In this report I shall confine my attention solely to the workings on one single lode, although you have several parallel ones, all easy of access by cross-cutting, and from which ore could also be extracted, greatly increasing the returns, beyond the amount at which I have here estimated them. The ore ground now standing, and here referred to, is that in the inclined, or Mary's shaft, which

At Dolcoath Mine meeting, on Monday, the accounts showed a profit of £364.12s. 6d., leaving a balance against the mine of 1058/-, which amount was divided amongst the adventurers—viz., 51. 15s. per share. The next two months' account will have a profit of from 300/- to 400/-, equal to a 2/- dividend, besides having put on extra work for arriving more speedily at objects of great interest. They have about 20,000/- worth of ore discovered.

At the North Tamar Consols meeting, held on Saturday (J. H. Hitchins, Esq., in the chair), the statement of accounts showed—Receipts from Feb., 1851: Deposits of 5s. per share, 500/-; Payments: Cost-sheets from February to October, inclusive, 2097. 16s. 11d.; balance transferred to Mr. Hitchins, 2907. 3s. 1d.; Mr. Hitchins' account with the shareholders; Balance of cash received from adventurers, 2907. 3s. 1d.; proceeds of sale of ore sold to the Tamar Company, 217. 15s. 6d.; leaving a balance due to fund of 3567. 1s. 3d.—the liabilities and payments amounting to 207. 19s. 10d. A committee of management was appointed, and a call of 5s. per share made. Mr. Peet was elected secretary of the company, at a salary of 4/- per month; Mr. Commissis, local purser, at 2/- 10s.; Capt. John Hambley, as inspecting agent, at 10s.; and a resident agent, 6/- 6s. A small parcel of ore had been sold to ascertain value, which fetched 22/- 2s. 6d. per ton; and another pile was now on the floors, to dress and render marketable.

At Wheal Arthur meeting, held on Thursday (James Evan Eyle in the chair), the accounts showed—Balance in hand, 817. 18s.; calls since received, 6807. 7s.; sales of ore and mudi, 4897. 19s. 7d.=1887. 17s. 7d.—August cost, 4567. 7s. 7d.; ditto Sept., 759. 10s. 1d.; leaving a balance of 771. 18s. 8d. Arrear of calls, 6167. 6s.; bills of ore sold, Sept. 16th, 1171. 4s. 4d.; 129 tons of ore ready for sale, estimated at 1200/-, makes 3759. 4s.—the total balance in favour of the mine being 3759. 11s. The returns from Capt. Carpenter were of the most satisfactory nature.

At Swanpool Mine quarterly meeting, on the 2d October, the accounts showed—Received on calls, 732. 10s.; less balance last account, 71. 18s. 6d.; labour cost for June, 170. 5s. 1d.; July, 158. 1s.; August, 191. 15s.; merchants' bills, 127. 15s. 10d.; one year's rent, 257. ; committee and sundries, 51. 15s.; sundries, 67. 19s. 6d.; leaves balance to next account, 287. 11s. 1d.; arrears due on 40 shares, 207. 4s. 11s. 1d. assets. The liabilities due to merchants were 3967. 5s. 9d.; a call of 10s. per share was made. The purser's salary was increased to 5s. 5s. per month. The engine-shaft is down 4 ft. below the 40 fathom level, in very soft ground—the lode for 2 ft. coarse lead. They are dressing it, expecting to have 10 tons for sale very shortly.

At Trebell Consols meeting, on the 7th October, the accounts showed—Costs from June 1, 1851, to end November, 2452. 11s. 5s.; to end January, 3707. 3s. 8d.; end March, 2037. 4s. 6d.; end July, 4287. 7s. 7d.; end Sept., 2882. 14s. 1d.=5743. 1s. 3d.—Deposit on 3048 shares at 25s. 2560/-; tin sold, 497. 18s. 3d.—leaving balance to next account, 1033. 3s.; due to merchants, 3487. 6s. 11d.; Sept. cost, 100/-; pump air pitwork, 200/-; interest, 55. 19s. =1737. 8s. 11d. liabilities against 837. 2s. 10d. assets showing a deficiency of 1654. 6s. 1d., to discharge which, and carry on further operations, a call of 1/- per share was made. The purser's salary was increased to 5s. 5s. per month. The engine-shaft is down 4 ft. below the 40 fathom level, in very soft ground—the lode for 2 ft. coarse lead. They are dressing it, expecting to have 10 tons for sale very shortly.

At the North Buller Mine quarterly general meeting of adventurers (T. King, Esq., in the chair), the secretary read the financial statement, showing—Balance in hand, 1687. 15s. 9d.; calls received, 3847. =5521. 15s. 9d.—June cost and merchants' bills, 1422. 18s. 7d.; stamp, stationery, printing, &c., 27. 10s.; leaving balance at bankers, 1557. 6s. 11d. A call of 5s. per share was made.

At Penlyne Court Lead Mine general quarterly meeting, on Monday (Charles Low, Esq., in the chair), the accounts showed—Capital account, 8357.—By lease, 2507.; legal expenses, 1007.; printing, advertisements, and other expenses, incidental to the formation of the company, 757. 7s. 3d.; working cost for May, 19. 3s. 5d.; June, 28. 14s.; July, 647. 18s. 6d.; August, 447. 6s. 7d.; merchants' bills, 57. 5s.; two horse-whims, 347.; resident agent, four months, 187. 7s.; secretary, four months, 187. 16s.; sundry office expenses, 37. 5s.; leaving balance in hand, 1307. 18s. 9d. The assets are: Balance of cash, 1207. 18s. 9d.; capital payable, 1740/-; materials, say 50/-=19107. 18s. 9d.—The liabilities are: estimated cost for next three months, 2067.; resident agent and salaries, 407.; leaving a balance in favour of the mine of 15901. 18s. 9d. Messrs. Thomas Field, Charles Low, and Thomas Fuller, with the secretary, were re-appointed the committee for the next three months.

At Wheal Uny quarterly general meeting (T. King, Esq., in the chair), the financial statement showed—July: balanced in hand, 327. 11s. 1d.; call received, 7687.; tin sold, 1097. 7s. 4d.; copper ore, 527. 6s. 2d.=6027. 4s. 7d.—Mine cost and merchants' bills for June, 3037. 6s. 3d.; July, 2607. 17s.; August, 2247. 18s. 2d.; secretary's salary, 127. 10s.; stamps, stationery, printing, &c., 27. 10s.; leaving balance in favour of mine, 1587. 1s. 2d. The chairman said the works were progressing most satisfactorily. The discoveries made since they last met were very encouraging; and he trusted they would, in a short time, be well rewarded for the outlay. A call of 15s. per share was made. The report is among our Mining Correspondence.

At Kilbricken Mine quarterly meeting, on Thursday, the accounts showed—Balance from last account, 2207. 8s. 5d.; received for lead ore, 9277. 18s. 2d.; for calls, 6717. 7s. 6d.=18197. 12s. 1d.—Cost from June to end of Aug., 10217. 14s. 6d.; cals, 622. 2s.; freight, 307.; Harvey and Co., on account, 3307.; leaving balance to next account, 4051. 15s. 7d.; engine and spare materials sold, 3307.; arrears of call in July to receive, 2504. 15s. =10606. 6s. 10d.; assets: against liabilities to merchants, 2617. 18s. 9d.; for coals, 1517. 18s.; castings, 1167. 8s. 4d.; cost for Sept., 3007. 13s. 2d.; Harvey and Co., for boilers, 3027. 12s. 10d.=12337. 11s. 1d.; showing a deficiency of 2277. 6s. 6d.—A call of 5s. per share was made, and a special meeting called for the 4th of November, for the purpose of declaring all shares forfeited upon which the calls remain unpaid. The committee, in the meantime, are to procure the services of a suitable person to act as manager and purser on the mine. Regular bi-monthly meetings are to be held, commencing Thursday, the 22d of December next.

At the Bishopstone Mine meeting, on Tuesday (Thos. Routledge, Esq., in the chair), a report from Capt. Griffiths, the newly-appointed agent, and also a letter of resignation from Mr. Thomas Routledge, jun., as secretary, was read, when Mr. Balcombe was appointed secretary, at a salary of 4/- 4s. per month; and the committee were requested to communicate with Mr. Arthur Dean, with a view to his appointment as engineer-in-chief to this company. A call of 1/- per share was made; and "to liquidate advances which have been made by certain shareholders, the committee empowered to allow one-half of the call to be deducted therefrom by every such shareholder as may be in advance, and that the like course be adopted with any future call; until such advances are repaid."

At the Wheal May meeting, on Wednesday last (Frederick Tribe, Esq., in the chair), the accounts showed—Cash in hand, last account, 167. 11s. 10d.; cal. s. 197. 10s. =2147. 1s. 10d.—July labour cost, 617. 1s. 9d.; P. Salt's bill, 247. 6s. 6d.; August cost and sundry merchants, 687. 3s. 6d.; Nicholls and Co.'s bill, 417. 18s. 2d.; London expense, 57. 5s.; leaving balance in hand, 167. 6s. 11d.; which with arrears of calls, 757. 15s.; unregistered shares, 637. 5s., makes 1587. 6s. 11d. The liabilities were—Salt's bill, 217. 11s.; September cost, 647. 9s. 2d.; leaving balance in favour of mine 72. 3s. 9d. It was resolved that a call of 5s. per share should be made. Captain Carpenter having resigned, Capt. Samuel Bice was appointed in his place, at the same salary; Capt. Godden to be allowed 21. 2s. for the report received from him.

At Dylgwm Mines, the total ground explored in August and Sept. was 37 1/2 fms., chiefly in the 42, 33, and 22 fathom levels. The lode in the 42 is large and rich in lead and copper ores, and they contemplate sinking down to a 50 very shortly. The 32 has been stopped 2 fms. in orey ground, and a winze sunk 3 1/2 fms. in a good bunch of ore, which holds down. The new crushing mill is nearly all fixed and ready to go to work. There are 31 men employed below, and 29 at surface.

At Rhoswydol and Bacheddion Mines the total ground explored in Aug. and Sept. was 93 fms. 4 ft., out of which 78 1/2 fms. was in orey ground, chiefly in the latter mine, where they have several stoves working. The 20 is driving south and north, as well as east and west. On the 18th Sept., they shipped off 20 tons of lead ore, per *Dart*, and in a few days purpose sending another parcel to market. Prosser's level is driving east by five men. Davies and Fox's levels east by three men each. There are 26 men working below at Bacheddion.

At Devon Consols West, the engine was set to work on Monday, in presence of the deputation from London, and many other shareholders and gentlemen connected with mining in the Tavistock district. The result was highly satisfactory to all present, and soon after the engine was started the water was speedily forked, and the shaft named after the secretary, as Peet's shaft. Messrs. Nichols, Williams, and Co., of the Bedford Foundry, Tavistock, are the manufacturers of the machinery, and Mr. William Mathews the engineer. The surface works are now complete for continuing the sinking of the shaft, and all the indications presented by operations to the present time warrant the encouraging opinions expressed by the numerous agents who were present on the occasion.

At Tavy Consols, the winze being holed from the 46 to the 58 has given good ventilation, and enabled them to resume driving the 56 east, where the lode is from 6 to 7 ft. wide, composed of peach, mudi, and copper ore of good quality; four men are in the end, at 14/- per fm. The stopes are worth 2 1/2 tons per fm, with every appearance of a productive lode between the 46 and 58. Tavy's winze, below the 56 east, is yielding from 3 to 4 tons of ore per fm. In the 36, they have three pitches working, at 5s., 10s., and 11s. tribute: 81 tons of copper ore are for sale on the 21st October, and the quantity for next month will be larger. The prospects eastward appear to be very favourable.

At Cefn Bruno, the deep adit end east is turning out 1 1/2 ton of lead ore per fm., and looking well westward. The shallow adit east is yielding about 1/2 of a ton of ore per fathom.

The new engine at Great Bryn Consols went to work on Wednesday, with perfect satisfaction to the engineer, agents, and shareholders present; it draws 150 gallons of water per minute, and will in a day or two put the mines in fork, keep it easily, and enable them to crush the stuff at surface expeditiously. The workpeople were regaled with good old English fare. The next report from the agents, after the mine is regularly drained, is looked forward to with every confidence. They will now shortly appear in the market with their produce.

At the Devon Burra Burra, the engine-shaft in the brake is down 8 1/2 fms. below the last level, and the ground continues good for sinking. The tribute pitch in the 10 fm. level is producing very well; the north lode is carrying a large body of prian, spar, intermixed with black ore, and a very strong capel; the south lode continues without change; the capel of the south lode, in the cross-cut, has been pricked, and the lode will be seen in a day or two. The wheel at the Gate-post lode went to work on Tuesday, and in a few minutes the water was in fork; this shaft is set to sink 10 fms., at 8/- per fm.

From Devon Kapunda, Messrs. Johnson and Sons report their assay of a sample of the rough galena, mixed with mudi and copper pyrites, and, therefore, not first quality, as producing—Lead, 64.30 per cent.; silver, .55 ozs. per ton of 20 cwt. In stopping the back of the 22 fm. level east, near the engine-shaft, the lode produces fine copper ore, a box of which will be sent to the offices for inspection. In the 22 west, the lode is 4 ft. wide, composed of beautiful white spar, and stones of yellow copper. Butters' shaft is hoisted to the 22 fm. level, and the shaftmen will complete the same by another week. The lode in the 14 fm. level west is 4 ft. wide, composed of gossan and good stones of lead, as fine a lode as can be seen, and daily improving. In cesteining, the men have cut two distinct lodes. The tribute pitches are looking well, and we are getting on with all speed in our dressing department.

The Duke of Cornwall Mine (near Bodmin) is said to be making extraordinary progress, by rich and unexpectedly large returns of ore.

At East Alfred Consols, they have an excellent lode in the Polkinghorne adit, considered to be one of the Alfred Consols, and, at a deeper level, the prospect of its yielding well, taking the strata into account, is highly favourable.

Bodmin United, formerly Lanivet Consols, which suspended working during the panic in the money market, in 1847, has now gone to work again, under a special company of adventurers, armed with ample capital and energy to prove the value of the concern at deeper levels. A 30-in. cylinder steam-engine went to work on the 5th inst., and they will, within three months, appear on the list of mines selling copper ore at the tickettings.

At the sale of copper ores at Redruth, on Thursday last, Halamanning and Croft Gethal sold 390 tons of superior quality ore, realizing £2259 8s. 6d. This mine is opening well; the sale this month exceeding that of last month by 144 tons.

East Halamanning Mine sold on the 7th inst. 1547. worth of tinstuff, raised from the adit level in one month, at a cost of 37. 17s. The prospects of the mine are very encouraging.

The Comiston United Mines are progressing in a most favourable manner—the lode driving upon yielding more ore than required to pay for driving, leaving good backs above, and orey ground below. The north lode is yielding excellent work.

The south cross-cut is in highly favourable ground, with every indication of a near approach towards the lode, strings of ore and mundie being already met with: altogether the prospects are unusually flattering.

At East Wheal Vor, the manager has received instructions to remove the engine-shaft to the sump-shaft, for re-erection there, and for the reception of the engine. Everything is progressing most favourably, and there is every prospect of this mine becoming an early and first-rate dividend-paying one. The sump is down below the 55 fm. level, and as soon as the water is drained large samplings of tin will be maintained. The difference in the price now and when last working will alone yield an increase of 30 per cent. in the profits.

At West Wheal Vor, the manager has received instructions to remove the engine-shaft to the sump-shaft, for re-erection there, and for the reception of the engine. Everything is progressing most favourably, and there is every prospect of this mine becoming an early and first-rate dividend-paying one. The sump is down below the 55 fm. level, and as soon as the water is drained large samplings of tin will be maintained. The difference in the price now and when last working will alone yield an increase of 30 per cent. in the profits.

At West Wheal Darlington, in working upon one of the copper lodes they have met with a bunch of rich silver ore in the 20 fm. level, in a matrix of iron-stone surrounded by killas; the metal is in a very pure state, and some of the stones beautiful as specimens; the pile brought to surface is estimated worth 20000. It will be remembered that considerable quantities of this metal were risen at the Herlams many years ago; since when, the meeting of such a rich bunch is unprecedented in the far west, and, at present, no one can conjecture what it may lead to. The shares have advanced to 115/- each.

Mr. R. C. Manuel is at present in Ireland, on a tour of mineral inspection; and, having secured an extensive tract, on his return to London he will perfect his intended arrangements for the spirited working of what is believed will become a highly valuable property.

Mr. Adam Murray arrived in New York on the 2d Oct., and was then about proceeding to Lake Superior. We regret to hear that he met with an accident while examining some property in Nova Scotia—though considered somewhat serious at the time, we rejoice to find he has completely recovered.

During the week, shares have changed hands in Devon Great Consols, Alfred Consols, East Darren, Wheal Golden, Tremayne, Bedford, Condurrow, Wheal Bassett, Merlin, South Tamar, Dolcoath, Cefn Bruno, Halamanning, East Halamanning, Bronfelin, Clive, Cubert, West Town, West Sharp Tor, Roughingtong, Wheal Elizabeth, Fortune (South Tawton), Great Bryn, East Wheal Vor, Phoenix Great Consols, South Phoenix, West Phoenix, Trewrolo, Bell and Lanarth, Leeds Town Consols, Coniston, East Alfred, Wheal Lemon, East Buller, East Gunnis Lake, West Alfred Consols, Trewartha, and other properties, all of which have been sold.

At the week, shares have changed hands in Devon Great Consols, Alfred Consols, East Darren, Wheal Golden, Tremayne, Bedford, Condurrow, Wheal Bassett, Merlin, South Tamar, Dolcoath, Cefn Bruno, Halamanning, East Halamanning, Bronfelin, Clive, Cubert, West Town, West Sharp Tor, Roughingtong, Wheal Elizabeth, Fortune (South Tawton), Great Bryn, East Wheal Vor, Phoenix Great Consols, South Phoenix, West Phoenix, Trewrolo, Bell and Lanarth, Leeds Town Consols, Coniston, East Alfred, Wheal Lemon, East Buller, East Gunnis Lake, West Alfred Consols, Trewartha, and other properties, all of which have been sold.

At the week, shares have changed hands in Devon Great Consols, Alfred Consols, East Darren, Wheal Golden, Tremayne, Bedford, Condurrow, Wheal Bassett, Merlin, South Tamar, Dolcoath, Cefn Bruno, Halamanning, East Halamanning, Bronfelin, Clive, Cubert, West Town, West Sharp Tor, Roughingtong, Wheal Elizabeth, Fortune (South Tawton), Great Bryn, East Wheal Vor, Phoenix Great Consols, South Phoenix, West Phoenix, Trewrolo, Bell and Lanarth, Leeds Town Consols, Coniston, East Alfred, Wheal Lemon, East Buller, East Gunnis Lake, West Alfred Consols, Trewartha, and other properties, all of which have been sold.

At the week, shares have changed hands in Devon Great Consols, Alfred Consols, East Darren, Wheal Golden, Tremayne, Bedford, Condurrow, Wheal Bassett, Merlin, South Tamar, Dolcoath, Cefn Bruno, Halamanning, East Halamanning, Bronfelin, Clive, Cubert, West Town, West Sharp Tor, Roughingtong, Wheal Elizabeth, Fortune (South Tawton), Great Bryn, East Wheal Vor, Phoenix Great Consols, South Phoenix, West Phoenix, Trewrolo, Bell and Lanarth, Leeds Town Consols, Coniston, East Alfred, Wheal Lemon, East Buller, East Gunnis Lake, West Alfred Consols, Trewartha, and other properties, all of which have been sold.

At the week, shares have changed hands in Devon Great Consols, Alfred Consols, East Darren, Wheal Golden, Tremayne, Bedford, Condurrow, Wheal Bassett, Merlin, South Tamar, Dolcoath, Cefn Bruno, Halamanning, East Halamanning, Bronfelin, Clive, Cubert, West Town, West Sharp Tor, Roughingtong, Wheal Elizabeth, Fortune (South Tawton), Great Bryn, East Wheal Vor, Phoenix Great Consols, South Phoenix, West Phoenix, Trewrolo, Bell and Lanarth, Leeds Town Consols, Coniston, East Alfred, Wheal Lemon, East Buller, East Gunnis Lake, West Alfred Consols, Trewartha, and other properties, all of which have been sold.

At the week, shares have changed hands in Devon Great Consols, Alfred Consols, East Darren, Wheal Golden, Tremayne, Bedford, Condurrow, Wheal Bassett, Merlin, South Tamar, Dolcoath, Cefn Bruno, Halamanning, East Halamanning, Bronfelin, Clive, Cubert, West Town, West Sharp Tor, Roughingtong, Wheal Elizabeth, Fortune (South Tawton), Great Bryn, East Wheal Vor, Phoenix Great Consols, South Phoenix, West Phoenix, Trewrolo, Bell and Lanarth, Leeds Town Consols, Coniston, East Alfred, Wheal Lemon, East Buller, East Gunnis Lake, West Alfred Consols, Trewartha, and other properties, all of which have been sold.

At the week, shares have changed hands in Devon Great Consols, Alfred Consols, East Darren, Wheal Golden, Tremayne, Bedford, Condurrow, Wheal Bassett, Merlin, South Tamar, Dolcoath, Cefn Bruno, Halamanning, East Halamanning

NOTICES TO CORRESPONDENTS.

Mining Reports.—W. D. K. (Camelford) is in error: we should willingly have continued to append the writers' names to the reports which appear weekly, and which are pretty generally furnished to us, were we permitted to do so. The Government, in its wisdom, decided that when so authenticated they bore the character of advertisements, and accordingly charged us with the duty of 1s. 6d. each, a appeal and explanation proving useless. What to every one else appeared but a voucher for the correctness of the statement signed, was deemed by the commissioners a sufficient justification for a tax, which they were determined to levy. However, a report, when inserted under the heading *Mining Correspondence*, may be considered as emanating from the company's agent, and on which the same confidence can be placed, as though bearing his signature: the name, indeed, when required, can at any time be ascertained on application at the office; and any change in the appointment is usually announced at the meetings, and so becoming well known. We have before stated, that we shall readily attach the names to any reports that may be required, on the pre-payment of 1s. 6d. each, the charge made to us; thus it rests with W. D. K., and other correspondents, if they wish them so to appear, to arrange that the reports of mines in which they are interested, when forwarded for publication, are accompanied with the duty.

GEOGRAPHICAL MINERS.—SIR:—Send in your last Journal a communication, signed John Fish, purporting to the above company, as a person who paid on some shares, I beg to ask Mr. Fish the following questions; and if they are not answered in your Journal next week satisfactorily, I shall request the allottees to assemble, and get some account of their money.—1. Is there, or was there ever, a board of directors to the *Gefall-y-Miners*?—2. Where did they meet? and did not Mr. Fish act as the company? Three or four of the gentlemen named in the prospectus have had their names withdrawn: in whose name, then, does the money stand at the bankers? and have any new names been substituted for those withdrawn? Can Mr. Fish draw cheques when he pleases for the money? It is time some steps should be taken: there is such a thing as going too far.—A SHAREHOLDER: *City, Oct. 10.*

GLOSSARY OF MINING TERMS.—Our Glossary of English and Foreign Mining and Smelting Terms is now reprinted, and can be had through any bookseller, in town or country, price 2s. It is printed as a neat pocket volume, and will be found very useful for reference.

ST. AGNES BEACON.—SIR:—About 12 months ago I was induced to take a few shares in this mine, and from that time to this I have not been able to get the least information respecting it, more than I have seen in your valuable Journal, in the shape of letters complaining of nothing being done. I have written to Mr. Morgan, at the offices of the company, but he has not answered my letters; and a friend of mine, who holds a much larger interest in the concern than I do, wrote also, but like me he received no answer. Now, after waiting so long, I think we are entitled to more respect on the part of the managers,—and I presume Mr. Morgan is one of them, his name being signed to the certificates. I wish some of your correspondents would take this matter in hand; I think it would do credit to that talented writer *"Argus,"* to bring these parties to book: I know no one more competent to do so, and I do not doubt his willingness, as his pen is always ready to chastise such parties as do so much injury to legitimate mining.—W. S.: *Oct. 14.*

C. S. K. (Ulverstone).—Is informed that at present there is no school of Mines. If he has anything interesting to communicate thereon, we doubt not its being favourably received by Sir Charles Lemon, at Cawley.

ASTURIAN MINING COMPANY.—SIR:—Pray call the attention of the parties who have the winding-up of this company to the unfortunate position of the shareholders, who are, and have for a long period been, left in perfect ignorance as to the true state of their affairs. Reports are ripe that the new company in Spain is going on satisfactorily, so far as the production of iron is concerned; but still Mr. Wilkinson, of Ludgate-hill, and Mr. Amory, of Throgmorton-street, in whose hands the business rests, do not condescend to give us a word of information upon the subject of our interests. It is now a twelvemonth since the bills were paid, and we were told that a meeting would long since have been convened to report results, but we hear nothing. Really this is disgraceful.—A SHAREHOLDER: *London, Oct. 13.*

It is our intention to publish regular lists of the patents granted under the new Act, and descriptive reports of such as may be likely to interest our readers; but as such reports must of necessity be very brief, we recommend the patentees to supply full particulars.

SIR.—I have not had time to examine Christow and Birch Aller, or, rather, Bradford Consols Mines; I will do so, however, as soon as possible, and forward you a true account of them. I am also getting all the information I can to forward you a paper on the very ancient mine of Silver Brook, which was worked about 300 years ago; at least, it appears so from a document at Ilminster, dated 100 years ago, in which it is stated that much lead and silver were taken up from the ancient mines of Silver Brook and Silver Wood, 200 years ago. We cannot yet find the bottom of the old men's workings.—JOHN PRINCE: *Christow, Exeter, Oct. 13.*

DEVON AND CORNWALL MINERS.—The information required we will endeavour to obtain in the course of the ensuing week, which we trust will be satisfactory to the shareholders, and prevent the numerous inquiries which have lately inundated us.

INVENTOR (Southampton).—We are glad to say that the Patent Law officers have seen the propriety of adopting a less rigorous system as regards the restricting of each patent to one invention, so that our remarks in last week's Journal refers rather to what was then, than what is now, the practice.

PRINCE ALBERT MINE.—We have a long letter from a correspondent at Perran, setting forth circumstantially a series of alleged misstatements contained in the reports from this mine. Those concerned in the management, we consider, should have the mine examined and reported upon by an independent agent, not only for the satisfaction of the shareholders, but in vindication of their having honestly carried out the trust reposed in them. We thank our correspondent for his communication, which shall not be lost sight of.

WITZEL MARY ENNA.—A shareholder complains that he has made repeated application to the purser of this adventure as to the position of its affairs, but without receiving any reply. We have had no report since August 21, when the ground being improved the agent stated he "could sink 4 fathoms for 1," and had ample machinery at command. Two months' further progress ought to have enabled him to accomplish something worth notice. The purser's neglect we cannot account for. A shareholder should delegate power to some mine agent in the locality, and get the mine and accounts inspected, if such is his wish.

N. (London).—It is true that the new Patent Act has very properly simplified the forms of proceeding to obtain letters patent for inventions, as well as very considerably reduced the expense; but independent of the chance of objection or opposition, which renders professional aid necessary, care and skill are required in preparing the title, the provisional and complete specifications, drawings, and other documents, fully as much if not more than under the old system; and as it is by these documents that the property is legally secured to the inventor, we should not advise our correspondent to attempt the matter himself, without the aid of a respectable patent agent, especially since the professional charges are extremely moderate.

AUSTRALIAN BANKS.—No establishment which has been projected for banking in Australia since the discovery of gold has been chartered, although applications have been made for that purpose. Those issued at present with the name of "chartered" on their prospectus have not obtained their charter, although probably they are in expectations of doing so.

G. N. (Bristol).—Our Journal of the 25th Sept. contained a list of works published by Tribune & Co., of Paternoster-row, several of which would prove highly useful. Mr. Weale, of 59, High Holborn, would also, on application, furnish a catalogue, from which a selection might be made.

W. S. (Truro).—Our correspondent signs "of Truro"—inferring that to be his place of permanent residence, though frequently absent, and for long intervals. W. S. may certainly form his own opinion as to the connexion, the object, and the result —though, we may add, he is quite wrong in his premises and conclusions.

PROBLEM.—Given, a dock containing 20 yards in depth and 40 yards square, with a barrel containing 1 ton of gunpowder, deposited in the centre of a circle, and, of course, at the bottom of dock. Powder to be exploded.—Required, the result: object, to show the difference between air and water—water salt.—*Swansea Harbour, Oct. 12.*

THE MINING JOURNAL

Railway and Commercial Gazette.

LONDON, OCTOBER 16, 1852.

The statements from Birmingham relative to the advance in the price of copper have excited considerable attention, if not surprise, on the part of those most interested. It would, however, appear that the parties from whom they emanated are ignorant of the true state of the case, and who, it is to be supposed, would not deny for a moment the effect of supply and demand as a general principle appear, but without proper inquiry, to have adopted the cry of their neighbours—that copper is too dear.

Now, let us examine the facts, and let them consider that—while copper is almost as essential an ingredient in the fabrics of this country, and of the world, as bread is in the food of man, then will they see how it happens that the demand for the article has increased simultaneously with a remarkable diminution of the supply. Until lately the price of copper ranged below the point at which it could be produced with profit from all the old sources. We refer to Cornwall, Devon, Ireland, South America, Russia, Sweden, and Norway, excepting only some few extraordinarily rich mines, having special advantages.

At Burra Burra, and in Cuba, the extraordinary richness of the deposits enabled the proprietors to bear up against the lowest prices, but their profits were, nevertheless, materially diminished. Copper cannot be produced in any abundance at 9d. per lb., and we should say that it is folly for the Birmingham manufacturer to expect it. It did so happen that at the time of the greatest depression, the mines of Burra Burra, Cobre, and the Devon Consols, were all extremely rich and productive, and that two of them (the first and the last) were comparatively new discoveries, and for a time added largely to the produce of the world. The low prices tended, doubtless, to increase the consumption; and it has increased, as we can readily show, at an extraordinary rate.

The exports of Birmingham wares have gone on greatly and steadily to enlarge. The discovery of Mr. MUNIZ's yellow metal for sheathing—60

parts of which are copper—for a time tended to displace a portion of the pure metal, and has led to a vastly increased use in covering for ship's bottoms; and more copper than ever is now used for this purpose. These, with the application of copper to coin, and to various alloys in the shape of brass for bearings and other parts of machinery, are old modes of use.

Now, let us look at the new uses to which copper is applied—first, in steam-boats and ships. Within the memory of many of our merchants and shipowners the first steamers were launched in the Clyde, the Tyne, the Thames, the Mersey, and the Avon; and the same may be said of the greater rivers of the United States. In much later days did the first ocean steam-ship start to cross the Atlantic; but to enumerate the steam-vessels which now literally swarm in all the rivers and great ports of the world would fill too much space. It is known, however, to every one that their number is immense, and that they are now increasing at a ratio which is marvellous to contemplate; the sizes of the ships becoming larger and larger. Again, the introduction of the screw-propeller has a very material bearing upon the question of the increased consumption of copper. The screw either is, or ought to be, of copper or brass; it is large and heavy, and annually wears away to some extent; and, by way of example, we may observe, that it is estimated the *Prince Albert* steamer will require, for screw-propeller, machinery, and fittings, full 100 tons of copper.

The main use of the metal in steamers, is, however, in bearings and in boilers; its consumption in this way, even at this moment, being truly astonishing. Another source of demand has also opened, which promises to exceed all others;—we allude to the introduction of the locomotive engine, and the use of copper in its construction; and may add the annual destruction of the metal forming the tubes and fire-boxes, as we believe that in every broad gauge engine 3½ tons of copper and brass are used, and in every narrow gauge engine about 2½ tons.

Now, if it is considered that within the last 22 years, when the Liverpool and Manchester line of railway was completed, some 20,000 miles of British, Continental, and American Railways have been constructed, vast lengths of new lines annually opened, and additional projects constantly put forward, we may fairly conclude, that in the course of a few years, there will be from 3000 to 4000 engines employed, all daily burning a way copper metal.

Let us direct the attention of parties interested in the Birmingham trade to the production. Burra Burra, for the time, is only half supplied with hands, and as long as men can get 12d. or 14d. per month in raising gold, they will not take 8d. to work on copper ore.

In Cuba, sugar not gold, has absorbed the supply of native labourers, and Cobre, therefore, yields less than it might otherwise do. Devon Consols appear to be as rich as ever—at all events the produce is very large at present. But in Cornwall—nay, throughout Great Britain—the produce cannot speedily be increased, from the want of hands. Workmen are scarce, and great numbers are employed in absurd adventures, here, there, and everywhere—digging holes and filling them up again—not adding to the returns in the Ticketing Paper in the slightest degree.

The present improved price of copper has caused some increased quantities of ore from the old mines, but the yield of that metal is very low, and, on the whole, no increase is yet taking place, as appears in the statistical returns which have lately been given. Emigration has taken away a large number of good Cornish miners, and the high price of tin causes a brisk competition for labour throughout the West of England. It may be fairly asserted that copper is not now at an unnatural price, or one caused by any speculative movement, but by a gradual absorption of all stocks, and by the real want of the article, while the price is not higher than is necessary to maintain any large supply. It might be wise for the Birmingham manufacturers to look closely into the facts put before them, and see whether a higher range of prices is not perfectly natural, and likely to endure for some time to come. We calculate upon higher prices with confidence,—thus yielding a return to the capitalist, and giving fair wages to the working miner; and the reasons we have already given will, we think, justify the conclusion at which we have arrived.

In pursuance of our remarks upon mines and minerals, in their relation with the commutation and enfranchisement of copyhold and customary-hold tenure, we have to draw attention to the 82d section, which enacts that no commutation, under the 4th and 5th Vic. c. 35, shall operate to affect any rights of lords of manors in any mines and minerals, or quarries, within or under lands and hereditaments, unless expressly commuted under the said Act. The above section would seem to have been introduced into the Act merely *ex abundanti cautela*; for its legal effect is exactly that of the proviso contained in the 13th section, and which we detailed in our last week's impression. In composition, however, these clauses differ—the latter being in the form of a proviso, and the former a direct and substantive clause. This supererogatory legislation is another instance which abundantly shows the zealous care with which the rights of lords of manors to mines and minerals are protected.

The 84th section enacts—"That in aid of the reservation of the lord's rights in mines and minerals, it shall be lawful for the tenants, upon any commutation or enfranchisement under the said Act, to grant to the lord of the manor such rights of entry and way, and other easements in or upon and through their respective lands, as may be requisite for the purpose of enabling the said lord, or his agents, or workmen, the more effectively to win and carry away any mines or minerals under the lands of such tenants, or any of them; and that for the purposes of such grant it shall be sufficient, in the case of a commutation, to state the fact of such grant, and the consideration (if any) to be payable for the same, in the agreement of commutation; but in the case of an enfranchisement of lands (subject to the lord's rights in mines and minerals), such rights of entry and way, and other easements, shall be reserved and granted in the enfranchisement conveyance." In explanation of the above clause, it is necessary to observe, that as the power of the lord of the manor to work minerals is not affected by the commutation of other rights and privileges, he must still obtain his tenant's concurrence and licence to open his land in order to work them, provided there be not a manorial custom authorising him so to do. Indeed, the lords and tenants of many manors are in this absurd and anomalous position—namely, that in the absence of any particular usage, neither the tenant without licence from the lord, nor the lord without consent of the tenant, can open and work new mines. Surely, for the mere purpose of abolishing so unpractical a law, the late Act of the 15th and 16th Vic. c. 51 must be accepted, both by lords and copyholders, with the greatest satisfaction.

The 97th section enacts that the provisions of this Act, enabling tenants to grant rights of way or entry, and other easements, to the lord of the manor, in or upon and through their respective lands for mining purposes, shall extend and apply to manors or lands vested in her Majesty, in right of her Crown, and the Duchy of Lancaster, and to any enfranchisement of lands held of such manors, to be effected under the powers given by any existing Act or Acts of Parliament, and to the stewards and tenants for the time being of such manors. The above clause merely places Crown manors on the same footing as ordinary manors in respect of certain privileges. The above sections of the statute 4 and 5 Vic. c. 35 are those which relate to mines and minerals; doubtless they are conceived in the absolute spirit of landlordism, and unfavourably contrast with the more liberal provision which we will have to draw attention to.

We propose, from time to time, to afford our readers particulars respecting the valuable estates daily being sold in Ireland, in the Encumbered Estates Court, Ireland. Many of these estates abound in mineral wealth, and afford opportunities for investments and speculations well worthy of the attention of capitalists. Lord CLARENDON, who possessed peculiar means, when Lord Lieutenant of Ireland, for obtaining authentic information upon the workings of the Encumbered Estates Act, recently alluded to this subject, in a speech made by him, at Fishmonger's Hall, and which is so much to the purpose, that we are induced to give the following extract from it:—

"Permit me to take this opportunity, now that I am addressing men of business—men daily occupied in the accumulation and distribution of wealth—to express my surprise that English capital does not flow somewhat more freely into Ireland. At this moment, when Free Trade is falsifying almost all the predictions of its opponents, and when we find that that nondescript thing which, in Protectionist parlance, is usually called 'the selfish and untaught foreigner,' is content to take something else from us than our specie in return for the large quantity of food which our people have always been able to consume, but never till now were permitted to buy; when we find that we are suffering rather from repletion of our bullion, I must say, it is a wonder to me that a portion of our superfluity does not seek that return which it would find in Ireland. You have some of the best land of the country in the market; the most minute information can be obtained, respecting it; it is to be had at a price which could not be displeasing to the purchaser, however it might be to the owner or incumbrancer. You acquire a title with a cheapness and facility that to us, accustomed to our old English mode of proceeding, seems absolutely fabulous. There are—I speak with some knowledge on the subject—as good 'diggings' to be had in Ireland as there are abroad, and with far greater security to life and property, notwithstanding all you may hear. We

are now on the fourth circuit of judges, congratulating grand juries upon improvements in moral habits, and immunity from crime; and I can assure you, from my own knowledge, that English immigrants are always welcome and prosperous in Ireland."

We have before us the descriptive particulars of an estate now for sale in the above court, and which is particularly worthy of the attention of English capitalists—we allude to the estate of the late JOHN BRADY WEST, M.P. This property is, in many respects, most eligibly circumstanced, it is situated within four miles of the important town of Ballinasloe; it contains in a ring fence, over 10,000 acres; and we find, from the rental, that it is laid out mostly in large buildings, occupied by respectable and zealous tenantry. One tenant holds 800, another 520 acres, and so on. The grand canal, from Dublin to Ballinasloe runs through the property for 4½ miles, and the Midland Great Western Railway passes within a few miles of it. The estate is bounded on the north by the River Suck, which is an important tributary of the Shannon, and affords excellent salmon and trout fishing. Another advantage connected with this property, is the extreme lowness of the rates. The poor-rate is only 1s. 2d. in the £, which is, in a great measure, attributable to the fact of there being many wealthy resident landlords in the neighbourhood, who give extensive employment. Lord CLANCARTY, whose property adjoins, has, in this respect, set a most praiseworthy example, in giving constant work, both in drainage, building, &c.

TERRIBLE CALAMITY AT SEA.

Having received a communication from a correspondent of the following distressing details connected with the loss of the *Atlantic*, emigrant-ship, on Lake Erie, we have a melancholy office in giving an abstract of the same, with the view of relieving the minds of some of the families in the mining districts of Cornwall and Devon, portions of whom may have been in the ill-fated vessel; and, at the same time, to acknowledge the humanity and kindness of feeling displayed by Mr. W. Knight, of Detroit, who, our informant says, not only "took us in, gave us meat, clothes, and some money, for a week, but paid our passage from Detroit to Eagle River." Such conduct cannot be too highly eulogised, and we feel pleasure in recording it.

A most distressing accident, from a collision of two vessels on Lake Erie, which has plunged upwards of 400 souls into the deep, has taken place, of which I will endeavour to give you some idea. The vessel in which myself and sister sailed, the *Atlantic*, in July last, made Quebec on August 14, and Eagle River on Sept. 5. Having stopped at Toronto, we proceeded for Buffalo, which latter having left for Detroit, our destination, a most dreadful accident occurred on the 6th inst., about three o'clock in the morning, when a fearful noise was heard, which arose from the *Atlantic* having come in contact with another vessel of less tonnage, called the *Propeller*, the latter, however, from her force and position, having caused the *Atlantic* to sink, without time being given for those on board to escape, or even to be conscious of their danger. She ran in on the larboard side, before the wheel, and made an aperture, or opening, which was fatal in the end. The damage sustained was on the bow of the vessel, which sunk immediately, while scores on board had no time to escape: many were drowned in their beds, while some few women and children were saved. Thank Providence, I, with my sister, and some few others, were released from the dangers which surrounded us. This took place about four or five miles from Long Point, Lake Erie. There were between 500 and 600 passengers, very few of whom were saved; indeed, there cannot be a doubt that upwards of 400 souls were lost. We, with others, escaped by being taken on board the other vessel, which, however, was not in a state to land us. Having hoisted a distress flag when within three miles of Erie, a boat came out, which conveyed us to Detroit. There were twelve from Hornsbridge (county Devon) aboard, all of whom, I am happy to say, were saved (the last mine we worked in England being East Wheal George). Ourselves, and all others, have to thank Providence for their safe delivery, whose labours will, I hope and trust, be a return for the merciful favours we have received. We have lost everything, except what we stand upright in.—THOMAS POMROY.

LEAD ORE AND LEAD RETURNS.

BY ROBERT HUNT, ESQ., KEUPER OF MINING RECORDS.

Estimate of lead and silver annually produced from the mines of Great Britain and Ireland. The produce of silver stated must be considered as an approximation only, founded upon a general acquaintance with the mines of the different districts, the only method by which an estimate can be made, and is liable to correction:—

Mines producing Lead.	Pig-lead
-----------------------	--------------

Meetings of Mining Companies.

GREAT POLGOOTH MINING COMPANY.

A general half-yearly meeting of shareholders was held at the London Tavern, on Monday, the 11th inst. J. Bowyer, Esq., in the chair.

Mr. GEORGE THOMAS (the managing director) read the notice convening the meeting for general purposes, and to receive the half-yearly statement of accounts to the end of June. He then read the report of the committee of management, and Captain Pusey's report of the concern, relative to the workings east and west, and the balance-sheet, &c., signed by two auditors. The following are extracts:—

The report proceeds to state, the present position of the company must be a matter of congratulation to all interested. A few months more will place the deep eastern workings in a full and productive state of working—12 heads of stampa have been added to the large steam stamping-engine. In the 96 fm. level, above 90 fms. have been opened on the different lodes and cross-cuts in the half-year; and St. Martin's lode, north of the elvan and east of it, is fully established—large and rich with tin-stuff, likely to last for many years; the end, east of Clarke's, is worth 10 cwt. of tin per 100 sacks; in the west, 9 cwt.; in the winze, 7 cwt.; the south lode, in the 96 fm., is worth 20 cwt. of tin per 100 sacks. The new shaft is down 30 fms. below adit. The tribute department throughout is in a highly favourable state, the value of the mine considerably enhanced, and the prospects of duration and profit far greater than they have ever been before. The whole of the western part of Great Polgooth sett, for one mile in length, and through which the various Polgooth and other parallel lodes run, remains untouched; the distance from the great engine-shaft, west to Henn's shaft, is 360 fms. to drive, this distance would occupy no less than four years; two levels must be driven at the same time, shafts and winzes sunk, and the water might so far increase upon the engine as to form an obstacle of serious importance. The distance is too great to allow the possibility of working with the same machinery, but the time and expense, besides the risk it would occasion from an influx of water, would be fatal. It, therefore, appears that the only safe plan is to erect machinery independent of the present; a 50-inch cylinder steam-engine might be employed for the double purpose of drawing water and stamping tin-stuff, by which means two years would suffice to bring the whole into operation, the outlay would not exceed 10,000/. It ought to be especially provided, that the same management, for the time being, as at Great Polgooth should always manage both concerns, so as to prevent strangers being near, or any management adverse to the interest of the Great Polgooth.

The CHAIRMAN observed that the reports submitted entered so fully into the state of their affairs, that he would not occupy the meeting long by making general observations, but merely refer to their financial position. A sum of 5000/- had been set apart for exploratory work, which had led to important discoveries, although only 400/- had been expended of it; the remainder, and the £200/- raised in May, remained in assets, stores, &c., irrespective of the mine itself. The principal discovery was on St. Martin's lode, which had formerly been very productive in the higher levels, but from some geological disturbance had shifted; and it had now been met with in the lower levels equally as promising as it was above, and likely to lay open an enormous value of tin ground for future operations: 38 fathoms already excavated was worth 7500/. Other discoveries had been made on the new north lode. All the estimates of expenditure had proved correct and on the safe side; and those of produce might be equally relied on. They were raising 33 tons of tin per month—shortly it would be 40 tons; and he (the chairman) saw no reason why 60 tons should not be risen at an early period—that being the quantity formerly produced. The dividend now proposed was 4s. per share. On the subject of division of the sets, the ground named was of no use to the present company—the workings being too far apart from the present productive ground to prove of any real value to them. They had enough already to engage the whole amount of their present capital. It must be quite clear to all that, by the proposed separation, they were actually parting with no portion of their property, as every present shareholder would be entitled to his full portion of the shares in the new. He should be happy to answer any questions.

Mr. F. MERCER proposed that the reports and accounts read be adopted, which was carried unanimously, and a dividend of 4s. per share declared. A third resolution was unanimously carried, authorising the board to dispose of the ground in the way mentioned, either into one or two separate concerns—the shareholders in the present would have the preference of taking shares, or otherwise, as they pleased.

Mr. MERCER inquired whether the present rise in the price of tin was likely to be maintained, and what would be the effect of a 10 per cent. fall? Should it take place, would it not absorb all the profits?

The CHAIRMAN explained that such a reduction would naturally affect the profits, but as they should more than counterbalance it by increasing to 40 tons, and do still better when nearer 60 tons, which he looked forward to, he was under no apprehension. Moreover, at present the chances were in their favour, for tin was more likely to advance than fall in price; besides, the low price formerly was an unnatural depreciation.

Thanks were then unanimously voted to the chairman and committee—the former returning a suitable acknowledgment, and expressing his conviction that he should have still more favourable accounts to lay before them when next they assembled.

The meeting then separated.

TRELEIGH CONSOLS MINING COMPANY.

At the annual general meeting of shareholders held at the offices, Old Broad-street, on Wednesday, the 13th inst.—G. B. CARE, Esq., in the chair.

The notice convening the meeting having been read from the *Mining Journal*, Mr. NICHOLSON (the secretary) read the directors' report and financial statement, together with a report from Capt. William Richards (the manager), as follows:—

DIRECTORS' REPORT.

As some changes are contemplated in the future workings, it was deemed advisable to call in two agents, of undoubted judgment and experience, to inspect and report upon the mine. Their joint report, together with one from your manager, now lies before you, and will shortly be read. Your directors have, therefore, felt it unnecessary, on the present occasion, to enter into any lengthened detail. Very little has been done for some time past on the works west of Garden's shaft, with the exception of the 100 fm. level; this is still several fathoms behind the 90 end, and has not yet been driven under where they are now stopping in the bottom of the 90. Since the suspension of operations at Wheal Mary, which adjoins the western boundary, all the levels, except the 100, have been suspended, as the water was already finding its way through the western ground, which joined to a corresponding increase in driving towards North Downs, rendered this step a matter of paramount necessity. More recently the water has increased so much as to require an additional boiler to be attached to the engine at Garden's shaft, the two already there being insufficient to keep the water in fork at the deepest level.

Wheel Parent.—The prospects of this mine, from which ore of excellent quality was raised in the 38 fm. level, induced your directors to hope that by prosecuting the mine in depth it would be found equally productive; more especially as a large quantity of ore had been raised from the adjoining mine from the same lode in the 40 and 50. This expectation, however, has not been realised, as the lode was found to be poor and unproductive, and there being no indication of an improvement, your directors resolved not to incur any further expense; the works have, consequently, been suspended, and all the pitwork brought up to surface. It is intended to remove the engine to Shanger shaft, for the purpose of working Shanger and Good Fortune lodes, and should the present standard be maintained, there is every prospect of these being brought to advantage; but until operations have been commenced at the eastern mines, and the great County adit cleared and repaired, it would be incurring too much risk on the approach of winter to do more there at present merely to make the necessary preliminary preparations for future working. It may, perhaps, be requisite, while on this subject, to mention that, as the eastern levels at Shanger will be extended into North Downs sett, it is considered that not only the cost of erecting the engine but also all other expenses incidental thereto, which constitute what is termed "engine charges," should be borne equally by the two mines. The balance-sheet for the past year will also be read, from which it will be seen that, as compared with that of the year preceding, the amount of assets over liabilities has been considerably augmented. Statement of Accounts for the year ending October 1, 1852.

Balances in hand last meeting £ 100 10 5
Copper ore sold, 6071.17s.; mundic, 127. 3s. 4d. 6084 0 4
Old materials £ 30 2 9
North Downs engine charge 116 3 6— 146 6 3— £6969 17 0
Costs and charges, one year £4048 15 0
Merchants' bills 1129 12 5
Lords' dues paid 361 4 2— 5539 11 7
Leaving balance in hand £1430 5 5
Ores sold 30th September (less dues, 397. 5s.) 578 16 6
Due from North Downs Company 291 2 0
Consols and interest 68 2 9

Assets £2368 6 8
Liabilities—Acceptances £614 17 2
Accounts owing 467 16 0
Lords' dues owing 184 0 7— 1266 13 9
Balance of assets over liabilities £1101 12 11

CAPT. W. RICHARD'S REPORT.

Oct. 9.—I would recommend letting in the water to the 100 fathom level; push the eastern and suspend the western levels, as by the extension of the latter it is certain to increase the water. Letting in the water to the 100, at Garden's, will not affect the deep levels in North Downs, as we drain this mine by rods from Garden's to Christoe's shaft, which is down to the 120. There is no communication between these shafts below the 90. We shall be able to take out most of the ore ground discovered west of Garden's in five or six months, and in that time make good trial of the western levels in North Downs, and if they do not improve, I would beg to suggest that Garden's engine be suspended, the pumps taken up, and this part of the mine stopped altogether; then if the shareholders feel inclined, remove one of the engines to North Towns' eastern part, and another to Shanger. By the latter step good fortune might be resumed, as the western ground is deserving further trial, and also the eastern ground into No. 10. Downs.

The report of Capts. Charles Thomas and Joseph Jennings was also read.

The CHAIRMAN remarked that he had little to add to the reports just read, beyond observing that the financial position of the company was in a still better condition than at their last meeting. Though the mine did not look quite as well, that was no novelty in mining, and he still had hopes of one day returning to a dividend state. He should be happy to answer any questions that might be suggested by any shareholder present.

Mr. WILLIAMS, the holder of 790 shares, requested that a report from an engineer he had employed to make an inspection might be read, relative to the engine-power and other matters, as regarded the state of the boilers and quality of the coal, &c.

Mr. NICHOLSON read the same, together with two letters from Capt. Wm. Richards,

which led to several remarks thereon, and a considerable discussion ensued—the chairman assuring the shareholders that the price paid for coal was exactly the same as at Tincroft, and other mines in that district.

Mr. BELLINGER moved that the reports and accounts now read be received and adopted, which was seconded by Mr. Brassey, and carried unanimously.

Mr. BIRDGE observed that the shareholders were indebted to Mr. Williams for the pains he had taken, and for the watchful interest he maintained, and congratulated all concerned on the improved state of the finances, expressing his opinion that the directors had ever done their best for the interest of the concern generally. The large stake they had was sufficient to induce them to do so.

The CHAIRMAN then read the report of the select committee, signed by three of them, thanking them for it, and promising that it should have the full consideration it merited, and the early attention of the board.

Mr. WILLIAMS suggested that by sampling bi-monthly a saving of expense would be effected.

Mr. NICHOLSON read a letter from the mine, stating that were they to do so, and discharge the dressing pare one month, they might find a difficulty in getting them to work regularly the following one, and the tributaries would require subsist, which might create debts. They might sample one month at Treleigh and the next at North Downs.

Mr. COLE moved, seconded by Mr. CRUMBLELAND, "That the thanks of the meeting be given to the chairman and directors, for services they had rendered the company."

The CHAIRMAN returned thanks, assuring the meeting that the large stake he held in the concern, second only to that of Mr. Williams, ensured his giving the very best attention to their affairs possible; and no one would more gladly hail the day when it would be in their power to resume the payment of dividends. The meeting then terminated.

NORTH DOWNS MINING COMPANY.

At a general meeting of shareholders, held at the offices, in Old Broad-street, on Wednesday, G. B. CARE, Esq., in the chair.

The notice convening the meeting was read, together with the report of the committee, as follows:—

Oct. 9.—The 90 fm. level is driven east from Boundary shaft 15 fms.; the last 4 fms. have produced about 207, worth of ore per fm.; the end is now worth about 8/- per fm., and the lode is 14 in. wide. The 80 fm. level is 2 fms. east of John Michael's shaft; the lode in the end is 18 in. wide, and will, we think, shortly be found of value. The 70 fm. level is about 40 fms. before the 80; the lode in the end is small and poor. A pitch is being worked in the back 4 fms. behind the end at 11s. in 17. A winze will shortly be holed from the 80 to this level. The 60 is driven 3 fms. further east than the 70 or 44 fathoms from John Michael's shaft; the lode is split into two parts, and the level driven 5 fathoms on the north part, which is unproductive, and a cross-cut driven towards the south part, which may probably be reached by driving a few feet further. —CHARLES THOMAS; JOSEPH JENNINGS.

COMMITTEE'S REPORT.

Having read the joint report of Capts. Thomas and Jennings on the present appearance of the mine, the committee have now to bring under the notice of the adventurers the financial position of the company. The total amount of receipts, payments, and liabilities, from the commencement of the mine to the end of Aug., is as follows:

Deposit of 10s. per share on 1940 shares	£670 0 0
Received for copper ore	789 7 3
Unappropriated shares sold	180 0 0— £1939 7 3
Labour cost, from September, 1851, to end August, 1852	1926 12 4

Balance £ 12 14 11

The liabilities, as will appear by the cost-book, are 4317. 19s. 9d.

It will thus be seen, that in order to discharge the liabilities, and provide for the current expense of the mine, a call of 10s. per share will be necessary. A favourable opinion is entertained of the sett, from which large quantities of ore have been raised from the shallow levels, and sanguine expectations are entertained that the returns of ore will be greatly augmented when the levels are extended further east, and the 100 and 110 fm. levels brought in from Treleigh.

It was resolved that the report and accounts be received and approved; and a call of 10s. per share was made, payable on or before the 15th November next.

The report seemed to give general satisfaction. The usual vote of thanks was passed to the chairman and directors, the meeting separated.

CALSTOCK UNITED MINES.

At the general meeting of shareholders, held at the offices in Threadneedle-street, on Wednesday, the reports of the agents and the directors were read, together with the balance-sheet, and other accounts for the past year; from which it appeared that the produce of the mines to the present date was—Tin sold, 7000. 1s. 9d.; tin broken and preparing for market (part since sold), 3507.; copper ore sampled, estimated 1307.; mundic and arsenic ore sold, 6887. 11s. 7d.; arsenic ore in store, 4097. 10s.; total, 22787. 3s. 4d.

By the statement of accounts, it was shown that there had been expended since the last meeting, in machinery, materials, buildings, &c., 3487. 3s. 11d., leaving a balance at bankers and in hand £1932 10 1

Tin since sold (bill in hand)	£103 5 4
Copper ore sampled	130 0 0— 245 5 4

To which was added the following produce on hand and on sale:—

Tin sold this day	£103 0 0
Tin broken and preparing for market	250 0 0
Arsenic ore in store	409 10 0— 762 10 0

Total £2940 14 5

The current liabilities known and estimated were said to be:—

Cost-sheet for September, about	£300 0 0
Bills payable	1200 0 0
Sundries, as per ledger	282 11 3— 1782 11 3

Balance £158 3 2

The reports read to the meeting stated that the arsenic kilns were being worked much more efficiently, and at a large profit. The tin mine was also reported to be more productive; 4 tons, the crop of which fetched 57/- per ton, being the produce of little more than the past month. The alteration of one of the rules was recommended by the directors, with a view to holding bi-monthly meetings of the shareholders, instead of annual. The directors also proposed the appointment of a committee of management of three or more shareholders, to transact the business of the mines from one meeting to another; but, after considerable discussion, it was unanimously resolved that a committee of shareholders should be formed for the purpose of considering the propriety of altering the rule, as suggested, examining the accounts, &c., and reporting thereon to an adjourned meeting to be held next month. The meeting then adjourned.

THE SOUTH AUSTRALIAN COPPER MINING COMPANY.

Twelve years ago, it was considered a settled thing that, with the exception of some occasional shipments of ore from Cuba and South America, the only possible source from whence any certain supply of copper could be drawn was from the mines of Cornwall. The astounding discoveries in South Australia, however, have dispelled that illusion, and compelled all parties, no matter how prejudiced, to acknowledge the claim of that colony to rank as one of the finest copper-producing districts in the world. The fair-famed Burra Burra, which took the lead by dividing above 70,000/- profit the first year of its working, and a larger sum in each succeeding year, was quickly followed by the Kapunda, and other equally rich mines. In the abundance of the ore, and in the richness of its produce, the copper deposits of South Australia are unequalled.

The present South Australian Copper Mining Company, whose mines were formerly well known and appreciated in Adelaide as the Strathalbyn Mines, bids fair to do as much for the credit of the Adelaide district as even the Burra Burra itself. We have now a report from the engineer of the company, in which a description of the lodes, and also of workings, is given from the best authority, and evidently without any exaggeration, from which a profit of at least 20,000/- on the first year's working is clearly shown; and, it is right to add, that in this calculation all the costs and necessary charges are amply allowed for.

The mine possesses great advantages over many others, from the circumstance of having been already commenced some time since. Hence its shafts are now down a considerable depth on the course of the lodes (proving them to be the most effectual manner possible), laying open a great quantity of rich ore ground, ready for immediate extraction. Of this fact there can be no possible question, as the guarantees for its truth are of the highest standing, and of the most unquestionable integrity in the colony, all of whom were, formerly, directors of the old company, who came on board by themselves.

The present company are certain to work them well, and to develop their riches to the greatest possible advantage. All that can be required in the way of machinery, or staff, has been carefully arranged and provided for.

MINING IN CUMBERLAND.—Great preparations are making in the district for the active prosecution of the Tees Side Lead Mine, situated in one of the most productive districts of the county. An advantage connected with this property is that it is devoid of the speculative character which generally is attached to many mining adventures. By the present company and its predecessors upwards of 45000/- has been expended on the several workings—thereby proving the lode and the existence of the valuable deposits contained in the vein. The development of mining in Cumberland has hitherto, in a great measure, been retarded by the heavy dues charged by the lords; but, this objection can in no way apply to the present adventure—the dues of which are remarkably moderate, being only one-seventh in ore at the mine, without fixed or sleeping rent, or any dead work. The stratum is congenial for working; and very recently ore of good quality has been discovered in one of the levels, and is now working to profit. Situated as this property is in the vicinity of several of the most productive districts of the county, which have produced large quantities of lead ore from time immemorial, the opening of the branch railway to Alston must, in a great measure, materially reduce the cost of carriage, and by this reduction improve the prospects of the mine by the increased facilities it affords.

ROYAL HIBERNIAN MINING COMPANY.—This company is now formed, and the directors appointed. We anticipate that our next Journal will furnish our readers with the prospectus under which the company intend working the valuable sets of which they are in possession.

GLENALIN AND KILLEEN MINES.—We are well pleased to learn that in consequence of Capt. Wm. Thomas having retired from the management of these mines, in consequence of the onerous duties imposed upon him in the Kenmare district, where he is about to locate himself, the responsibility of the duties heretofore imposed on him have been transferred to Capt. John Thomas, his son, whose practical knowledge, as well as his connection with mines in that district, will fit him for the office. We hope, for the benefit of the adventurers', as well as his own, the change will be attended with advantage to one and all, while we presume he may calculate on the advice and counsel of his talented father.

MOUNT TACK.—This mine, which contains both tin and copper, situated in

BOSTON AND MIDLAND COUNTIES RAILWAY AND DOCK COMPANY.—(PROVISIONALLY REGISTERED.)

Capital £1,000,000 or £1,000,000 shares of £10 each.—Deposit, £1 per share.

Supported by landowners on and in the neighbourhood of the proposed line, and by the Mercantile, Trading, and other Interests of Boston and Nottingham, and the intermediate districts abounding amongst others.

LANDOWNERS.

The Right Hon. the Earl of Winchilsea, Haverholme Priory, Sleaford.

The Right Hon. the Earl of Dysart, Buckminster Hall, Grantham.

Sir Robert Hartshote, Bart., M.P., Normanton Park, Stamford.

Sir Claude Edward Scott, Bart., Cavendish-square, London.

Charles Allix, Esq., Willoughby, Grantham.

Ast. Wilson, Esq., Raucoult Hall, Sleaford.

J. M. Tennant, Esq., Grosvenor-terrace, Headingley, Leeds.

Herbert Ingram, Esq., 15, Hertford-street, May Fair, London; and Rickmansworth, Herts.

MAGISTRATES OF BOSTON.

John Noble, Esq., Mayor of Boston.

John Rawson, Esq.

Robert William Stainbank, Esq.

James E. Tuxford, Esq.

John Elsas, Esq.

MEMBERS OF THE TOWN COUNCIL OF BOSTON.

Alderman Coke.

Alderman Sharp.

Alderman Hartley.

Common Councilmen:—

J. H. Lewis W. Simonds

H. Button W. H. Clarke

J. C. Little T. Slator

T. Small H. Smith

W. Taylor T. Fricker

W. Richardson E. Ingram

Walter Clegg B. S. Simpson

J. T. Rose

MAGISTRATES FOR DIVISION OF HOLLAND.

The Rev. M. Sheath

The Rev. B. Berridge

The Rev. H. Houldsworth

The Rev. J. Tunard

J. T. C. Moore, Esq.

MERCHANTS AND SHIPPERS OF BOSTON.

Messrs. Wright and Son

Mr. Nathaniel Webb

Messrs. Caister and Son

Mr. Thomas Wright

Mr. Joseph Wren

Messrs. R. and T. Collis

Mr. Edward Thompson

Mr. Stephen Lewin

Mr. Lester Daulton

Mr. J. Daulton

Mr. William Wilkinson

Messrs. John Sharp and Son

Mr. Thomas Caine

Mr. William Smart

Mr. George Hill

Mr. John Pass

Messrs. Yeatman and Son

Messrs. Ridlington and Co.

MERCHANTS AND MILLERS OF BOSTON.

Messrs. Reynolds and Son

Mr. John Thompson

SLEAFORD.

MERCHANTS AND MILLERS OF SLEAFORD.

Mr. William Turner

Messrs. Moore and Peake, solicitors

Messrs. Foster and Rogers, solicitors

Mr. C. G. Bissell, solicitor

Ralph Coulson, Esq., M.D.

Mr. John Bedford, surgeon

Mr. John Henry Bissell, surgeon

Mr. John Warwick

Mr. Benjamin Snow

Mr. Rowland Williams

Mr. George Cox

Mr. John Sharpe, sen.

Mr. John Sharpe, jun.

MERCHANTS OF SLEAFORD.

Messrs. Kirk and Parry

Mr. John Payne

Mr. John Nicholls

Mr. Charles Job

Mr. Thomas Simpson

Mr. James Goodacre

BREWERS OF SLEAFORD.

Mr. John Taylor Marston

Mr. Richard Roberts

Mr. Joseph Mowbray

Mr. J. C. Brewitt

NOTTINGHAM.

Means have been taken to ascertain the opinion of the Town of Nottingham, and the Mayor and inhabitants have expressed themselves highly favourable to the undertaking.

BOARD OF MANAGEMENT.

The Hon. Fitzhardinge Henry F. Berkeley, M.P., 1, Victoria-square, Belgrave

John Sadler, Esq., M.P., Chairman of the London and County Bank, Lombard-street, London

Herbert Ingram, Esq., 15, Hertford-st., Mayfair, London; and Rickmansworth, Herts.

T. S. Cooke, Esq., merchant, Boston

BANKERS.

Messrs. Roberts, Curtis, and Co.; Messrs. Barclays;

and the London and County Bank, London

Messrs. Garfit, Claypans, and Garfit; Messrs. Ge and Co.; and the Stamford, Spalding, and Boston Joint Stock Banking Company, Boston

ENGINEERS.—Geo. Parker Bidder, Esq.; Geo. R. Stephenson, Esq.; Wm. Lewin, Esq.

SURVEYOR.—Mr. Robert Reynolds.

SOLICITORS.

Messrs. Staniland & Chapman, Boston, &c. Verulam-buildings, Gray's-inn, London.

SECRETARY.—Mr. Robert Stanbank.

COMPANY'S OFFICES—3, VERULAM-BUILDINGS, GRAY'S-INN, LONDON.

In the year 1845, an Act was obtained for the construction of a line of railway from Ambergate to the Port of Nottingham (i.e. Nottingham and Grantham), called the "Ambergate, Nottingham, and Boston, and Eastern Junction Railway"; but the difficulties of 1847 prevented the company carrying out the undertaking in its integrity, and they were compelled to limit their operations to the formation of the line from Nottingham to Grantham, thereby abandoning the most important feature in the undertaking—the connecting the midland districts with the Port of Boston.

The link in the chain of direct railway communication between Nottingham and Boston being still unoccupied, the important manufacturing towns of Birmingham, Derby, and Nottingham, as also the potteries, are yet compelled to avail themselves of the Ports of Grimsby or Hull for their means of export and import to and from the Baltic and Dutch Ports.

The Port of Boston being nearer to the Dutch Ports than either Grimsby or Hull, and the latter port being each about 30 miles further distant from Nottingham (the key of the midland districts from the east) than the Port of Boston, it follows that, for many articles of export and import, this latter place, as a shipping port, has over the other two an indisputable advantage; while, at the same time, the new line of communication proposed to be provided would also give to those ports additional access to the midland districts.

At this time, vessels of 400 tons burthen (a class of vessels usually employed in the Baltic trade) discharge their cargoes at the quays in Boston; and the navigation offers facilities for great improvement, which, if found expedient to carry out, would enable vessels of considerably larger tonnage to enter the port.

By means of dock accommodation also great advantages will be afforded to the shipping of the port.

To secure the important results which will unquestionably arise by connecting the port of Boston with the Ambergate Railway, at or near to Grantham, from whence an uninterrupted line of railway now extends to Nottingham and all the midland districts of the kingdom, this undertaking is submitted to the favourable consideration of the public.

The distance between Boston and Grantham (i.e. Swineshead, Heckington, and Sleaford) is under 31 miles. The line proposed will run over an unusually level country, and having been inspected by the engineers, they report the same to be free from all engineering difficulties; and it has (as shown in the prospectus) considerable local support, both among the landowners affected by the line, and the commercial and trading community of Boston, Sleaford, and the surrounding districts.

From these combined circumstances the cost of construction will, perhaps, be less than that of any railway yet formed; and the formation of the docks, from the favourable nature of the site selected, will also be constructed at comparatively small cost.

The anticipated traffic from the line and revenue from the docks promises to pay a considerable per centage to the shareholders.

An Act for carrying out the undertaking will be applied for in the next Session; and, if obtained, the works will be completed within a very short period.

Application for shares to be made in the subjoined form, either to the company's solicitors or secretary, or to Messrs. Oswin, Tootal, and Co., 10, Angel-court, Throgmorton-street, London; Mr. Thomas Roberts, Manchester; Messrs. Neilson, Liverpool; Mr. Pearson, Birmingham; and Messrs. Peet and Son, Nottingham.

FORM OF APPLICATION FOR SHARES.

To the Directors of the Boston and Midland Counties Railway and Dock Company.

GENTLEMEN.—I request you to allot me

shares in the above Company; and I hereby undertake to accept the same, or any less number that may be allotted to me,

and to pay the sum of £1 per share thereon, and execute the deed of settlement of the

Name _____

Profession or Occupation _____

Address _____

Date _____

TO RAILWAY AND TELEGRAPH COMPANIES, PROPRIETORS OF COLLIERIES, MINES, &c.—JAMES B. WILSON, of the HAYDOCK PATENT WIRE-ROPE WORKS, NEWTON-LE-WILLOWS, LANCASHIRE, is prepared to supply the public with FLAT and ROUND ROPEs for PITS, MINES, and INCLINES; and also with his PATENT SUBMARINE TELEGRAPH ROPE, at the lowest prices of the day. The ropes are manufactured under his improved patent, substituting a strand of fine wires for the core in lieu of a hempen one, as at present used.

LONDON AND NORTH-WESTERN RAILWAY.—CONTRACTS FOR STORES for the year 1853.—The Directors are prepared to receive TENDERS for the SUPPLY of the undermentioned STORES, viz.:—

No. of Contract.	No. of Contract.
1. Brass sheet and tubes for locomotives.	19. Lead, white and red.
2. Copper.	20. Iron, sheet and pipe.
3. Canvass.	20a. Iron, Staffordshire.
4. Carpet and rugs.	20b. Iron, 8 in. sunk
5. Cloth.	21. Iron castings.
6. Coal.	22. Iron work.
7. Crucibles.	23. Wheels.
8. Curled hair.	24. Oil, burning, &c.
9. Furniture.	25. Oil (various), tallow, & turpentine.
10. Glass.	26. Oil cloth.
11. Coach trimmings.	27. Steel.
12. Colours.	28. Steel springs and files.
13. Coachwork.	29. Tin blocks.
14. Cotton waste.	30. Tin sheet and splinter.
15. Drapery.	31. Varnishes.
16. Glass, plate.	32. Various articles not included in other contracts.
17. Hardware.	33. Hats.
18. Leather.	34. Caps.
19. Leather, various.	35. Caps.

Specifications and forms of tender may be had on and after Wednesday, October 20, on application in writing to the secretary, Euston Station, London. Forms of tender for each contract are printed separately, and parties applying should state the particular contract or contracts for which they propose to tender.

Partners may also be inspected on and after Wednesday, October 20, from Ten till Four o'clock, at the Company's pattern-room, Euston Station, and any further information required may be obtained on application to the heads of the several departments. Tenders to be sent in on or before Ten o'clock on Wednesday, November 3d.

By order of the Directors, CHAS. E. STEWART.

Euston Station, Oct. 9, 1852.

ROYAL SWEDISH RAILWAY COMPANY.—Koping to Hult, forming the First Section of a Trunk Line from Stockholm to Göteborg.—Established pursuant to Royal Charter of Sweden, with the State Guarantee of 5 per cent.

Capital 5,000,040 rix dol. banc. (£416,670), in 83,334 shares, of 60 dollars each, or £5 sterling.

Deposit £2 per share, on payment of which certificates will be issued to bearer.

The shareholders' liability is, by the law of Sweden, limited to their amount of shares.

PATRON—H. R. H. the CROWN PRINCE OF SWEDEN AND NORWAY.

BOARD OF DIRECTORS.

ANDERS MAGNUSS BRINK, Esq., merchant, M.P. for Stockholm, K.R.O.W.

ROBERT GILLMAN, Esq., Bucklersbury.

P. M. LOVEN, Esq., merchant, Stockholm.

JOHN MASTERMAN, Jun., Esq., Nicholas-lane.

JAMES

ANTHRACITE IRON-WORKS, GLAMORGANSHIRE.—
A TO BE SOLD, BY PRIVATE CONTRACT, the valuable works known as the FONLLWYN IRON-WORKS, distant from Swansea only 17 miles, and connected with that town by canal and tramroads. Situated most advantageously for producing FIG-IRON of the best quality at a low cost. The property on which the works are erected contain superior ANTHRACITE COAL and IRONSTONE. Limestone is obtainable close to the works; and labour is cheap.
For further particulars, apply to Messrs. Rowland, Hacon, and Rowland, 31, Fenchurch-street, London; or to Mr. Thomas S. Strick, Swansea.

COPPER AND NICKEL.—ALFRED SENIOR MERRY, OWNER AND PURCHASER OF COPPER AND NICKEL ORES, AND IN GENERAL.—Address, LEE CRESCENT, BIRMINGHAM.

NICKEL AND COBALT REFINING, AND GERMAN SILVER WORKS, MILL STREET, BROAD STREET, BIRMINGHAM.—STEPHEN HARKER begs to inform the Trade that he has the following articles for sale:—
REFINED METALLIC NICKEL. | OXIDE OF COBALT. | WIRE &
REFINED METALLIC BISMUTH. | GERMAN SILVER—IN INGOTS, SHEET,
NICKEL AND COBALT ORES PURCHASED.

L OSH, WILSON, AND BELL, NEWCASTLE-ON-TYNE, MANUFACTURERS OF BAR-IRON, RAILWAY BARS, FORGE AND ENGINE WORK, CAST-IRON GOODS, and STEWART'S PATENT CAST-IRON GAS and WATER PIPES. OFFICE, 7, SISE-LANE, LONDON.

M R. THOMAS EDINGTON (lately Senior Partner of the Phoenix Iron-Works, Glasgow), IRON MERCHANT and CONTRACTOR, INSPECTOR OF RAILWAY BARS AND CASTINGS, NO. 17, GORDON-STREET, GLASGOW.

AGENT (on COMMISSION) for the PURCHASE of SCOTCH PIG-IRON, RAILWAY BARS, BAR-IRON, and CASTINGS.

AGENT for the SALE of ENGLISH BOILER-PLATES, ANGLE and RIVET IRON, ANCHORS, CHAINS, CABLES, NAILS, STEEL, &c.

AGENT for numerous PARTIES in GREAT BRITAIN, IRELAND, GERMANY, FRANCE, AMERICA, INDIA, AUSTRALIA, &c.

M ESSRS. JOHNSON and MATTHEY beg to inform MERCHANTS and IMPORTERS OF ORES that they have taken the SUFFERFERENCE WHARF and WAREHOUSES at MILLWALL, known as "MELLISH'S SUFFERFERENCE WHARF" extending from the RIVER THAMES to the FERRY-ROAD, and erected STEAM-ENGINE and MACHINERY for CRUSHING AND GRINDING GOLD QUARTZ, SILVER, LEAD, and OTHER ORES, and having such properly mixed and sampled for sale; they are also erecting FURNACES and APPARATUS for REDUCTION OF ORES of CERTAIN CLASSES, on much improved principles.

The management will be under a gentleman who has had very great experience who will reside on the premises, and act under the immediate supervision of Messrs. Johnson and Matthey. The ore floors and warehouses are well secured, and only those persons engaged in the operations who are well qualified, and of known responsibility of character.

The want of such an establishment for the Port of London has been long felt, and Messrs. Johnson and Matthey feel confident of giving satisfaction to those who confide ores to their care.—Office, 79, Hatton-garden, London, July 28, 1852.

M ESSRS. MOLYNEUX AND CO., 114, BISHOPSGATE-STREET WITHIN, opposite CROSBY HALL CHAMBERS, and 10, BUCKINGHAM-STREET, ADEPHL.—Offices of the Wheal Fortune (South Tawton, Devon), Great Wheal Tonkin (Callington), Inney Consols (South Petherwin, Cornwall), Wheal Henry (Paul, Cornwall), and other mines.

M R. LELEAN TRANSACTS, for principals, BUSINESS in HOME and FOREIGN MINES, including Australian, Brazilian, South American, and Californian. In Mines, he has on sale—Appledore, Britannia, Wheal Atley, Wheal Margaret, South Carn Brea, Coates, Cuiaia, &c. And has orders to purchase in East Wheal Rose, Bedford United, South Tamar, and United Mexican. Also BUYS and SELLS every description of RAILWAY, BLACKWELL, INSURANCE, GAS, WATER, and STEAM COMPANIES' SHARES, DEBENTURES, and BONDS. Parties wishing for secure INVESTMENTS, ranging from 5 to 20 per cent., can have the ADVICE of a gentleman upwards of 20 years a writer on and connected with the Money Market price lists, and information, through the medium of the post, to parties resident in the country.

WANTED TO PURCHASE, POYALS DEBENTURES AND LAND CERTIFICATES. 76 King William-street, City.

M R. CHARLES POWELL, MINING SHARE BROKER, 35, UNION STREET, STONEHOUSE, DEVON.—Mr. C. POWELL respectfully OFFERS HIS SERVICES to the Public for the PURCHASE or SALE of MINING SHARES on the usual terms of commission.

List of Shares for Sale.

Boriton Consols, Plympton, Devon. Sourton Consols, Sourton, Devon. Wheal Sidney, Plympton, Devon. Wheal Langford, Callington, Cornwall. East Russell, Tavistock, Devon. Wheal Russell, Tavistock, Devon. Tavy Consols, Tavistock, Devon. Tavistock, Tavistock, Devon. Devon and Courtenay, Tavistock, Devon. North Tamar, Tavistock, Devon. New East Crowndale, Tavistock, Devon. Somerset.—Oct. 8, 1852.

M R. THOMAS BROWN, MINE SHARE BROKER, RIDGWAY, PLYMPTON, DEVON, has SHARES FOR SALE in Devon Mines of great promise, now in full operation, including Yeoland Consols, Bottles Hill, Borington Consols, West Wheal Rose, Tavy Consols, Devon and Courtney, Gwanton United, Exmoor, N.B. All reports may be obtained on application to Mr. Thos. Brown, at his office.

C ROKER BROTHERS, STOCK AND SHAREBROKERS, PLYMOUTH.

M R. E. COOKE, MINE SHARE BROKER, No. 2, FRANKFORT-STREET, PLYMOUTH.

M R. GEORGE CARNE, DEALER IN STOCKS AND SHARES, 28, THREADNEEDLE-STREET, LONDON.

M R. GEORGE EDWARD FENTON, MINING SHARE BROKER, No. 5, ADAM'S COURT, OLD BROAD STREET, LONDON.

M INING RECORD OFFICE, 26, AUSTINFRIARS, LONDON.

Mr. MANUEL'S OFFICES are expressly for the USE of COMMITTEES and COMPANIES conducting their BUSINESS in LONDON, and entirely free from share dealing. Mr. MANUEL will be happy to CONDUCT the LONDON AGENCY of any MINES now at work, or about to be worked, he having spacious and convenient OFFICES for that PURPOSE.—Terms on which the business is conducted to be had on application, either by letter or in person.

Sixteen years' experience will enable Mr. Manuel to give suitable advice on all occasions.—Offices of the West Wheal Rose, West Callington, Busparvo, Galt-y-Mae, Great Crimis Consols, Union Tin, &c.

M INING INVESTMENT.—T. FULLER AND CO., 51, THREAD-

NEEDLE-STREET, LONDON, beg respectfully to inform the public that they are at all times in a position to BUY and SELL in all DIVIDEND-PAYING MINES, both BRITISH and FOREIGN, most of which will pay from 15 to 25 per cent. upon present purchase, and have on hand shares in several mines of great promise, and in full operation, reports and particulars of which may be obtained upon application, either personally or by letter, several of which are approaching to a dividend state.

The large amount of capital invested in mining, and the great want of facility for conducting the SALE and TRANSFER of this description of stock, has induced us, at the suggestion of many friends, to devote our attention exclusively to MINING AFFAIRS, both Home and Foreign. There can be no doubt that mining, if conducted on sound and legitimate principles, affords to the capitalist a safe and profitable source of investment; and, as we are daily in communication and correspondence with men of high scientific and practical experience, we have the means of obtaining the most correct information, as to the POSITION and FUTURE PROSPECTS, of the greater part of the MINES in DEVON, CORNWALL, and WALES; we, therefore, tender our SERVICES in transacting any BUSINESS, or obtaining any INFORMATION, connected with MINING, and any orders confided to our care will receive the best attention of—

THOMAS FULLER AND CO.

* Office Hours from Ten until Four o'clock.

M ESSRS. TREDINICK AND CO., STOCK, SHARE, AND MINING BROKERS, and AUCTIONEERS, No. 6, HAYMARKET, PALL-MALL, LONDON, continue to NEGOTIATE every description of BUSINESS connected with the ABOVE SECURITIES.—Messrs. TREDINICK AND CO. OFFER their SERVICES to CAPITALISTS with every confidence, in the SELECTION of MINES for INVESTMENT—their long and intimate acquaintance with the best mining districts, coupled with the establishment of agents throughout Cornwall and Devon, give them many advantages in having correct and authentic information of the character and value of mining property.—DIVIDEND MINES, well selected, paying 15 to 25 per cent. per annum upon the current value of shares.—Messrs. TREDINICK AND CO.'s Circular of Information, with Current List of Prices, forwarded weekly, on the payment of an annual subscription of £1 1s. in advance.

M INES.—MR. ROBERT TRIPP, MINING AGENT, has for SALE SHARES in the best dividend MINES, including Devon Great Consols, South Caradon, Bedrillack, Trevikey, Mary Ann, Tremayne, Bedford United, Alfred Consols, West Providence, United Mines (Gwenap), Merlin, Condurrow, Great Polgoon, Wheal Golden, South Tolzus, Tincroft, Carn Brea, &c. Also in the following:—Halldamming, Wheal Harriet, Edward, East Wheal Russell, Leeds Town Consols, South Carn Brea, Bodmin Consols, West United Hills, Pembroke and Crimis, Cox's Kitchew, West Alfred Consols, Sidney Godelphin, Cubert, Carvanall, North Buller, Great Alfred, Neptune, East Wheal Vor, &c. Foreign: Linarea, St. John del Rey, Copiago, Cobre, &c.

Mining Offices, St. Michael's-chambers, St. Michael's-alley, Cornhill, London.

S TIRLING'S PATENT YELLOW METALS.—Adapted for SHEATHING, BOLT STAVES, BOLT NAILS, DECK NAILS, as reported by the late Mr. Owen, Supervisor of Metals to the Admiralty: also for PROPELLERS, FRAMEWORK SCREWS, PISTONS, CYLINDERS, COCKS (particularly where there is exposure to corrosion), RAILWAY CARRIAGE AXLES, BEARINGS, and all machinery subject to friction.

AGENCIES—Messrs. JOHNSON, 166, Buchanan-street, Glasgow.

ALFRED BARRET, Bishopsgate Foundry, Skinner-street.

G REGORY'S HOTEL, NO. 29, CHEAPSIDE, LONDON.—Bed, 1s. 6d.; Breakfast, 1s. 6d.; Servants, 9d. per day. Omnibuses to and from all the Railway Stations set down at the door.—Gentlemen connected with the MINING INTEREST are particularly invited to patronise this Hotel.

WELLINGTON GREGORY, Proprietor.

GOVERNMENT SCHOOL OF MINES, AND OF SCIENCE APPLIED TO THE ARTS.

Museum of Practical Geology.

The SESSION of this SCHOOL will be OPENED on WEDNESDAY, the 3d of NOVEMBER, with a LECTURE by Dr. LYON PLAYFAIR.

The following COURSES of LECTURES will be given:—

1. CHYMISTRY APPLIED TO ARTS AND AGRICULTURE—LYON PLAYFAIR, F.R.S.

2. NATURAL HISTORY APPLIED TO GEOLOGY AND THE ARTS—EDWARD FORMAN, F.R.S.

3. MECHANICAL SCIENCE, WITH ITS APPLICATIONS TO MINING—ROBERT HOWE, Keeper of Mining Records.

4. METALLURGY, WITH ITS SPECIAL APPLICATIONS—JOHN PERCY, M.D., F.R.S.

5. GEOLOGY AND ITS PRACTICAL APPLICATIONS—A. C. RAMSAY, F.R.S.

6. MINING AND MINERALOGY—WALSHING W. SMYTH, M.A., F.G.S.

The fee for matriculated students, for the course of two years, is one payment of £30, or two annual payments of £20 (this fee includes practical instruction in the field).—The fees for the laboratories are £15, for the session of five months.

One of the Duke of Cornwall's Exhibitions of £50 per annum, to be held for two years, granted by H.R.H. the Prince of Wales, will be competed for at the end of the session.

Acting Mining Agents or Managers may attend the Lectures at half the usual charges. The same rule is applied to officers in the Queen's or the Hon. East India Company's service. Tickets for separate courses are issued.

For further information apply to Mr. Trenham Reeks, Curator of the Museum, Jersey-street, London.

H. T. DE LA BECHE, Director.

W HEAL ATLEY SILVER-LEAD AND COPPER MINING COMPANY, LANIVET, CORNWALL.

CONDUCTED ON THE COST-BOOK SYSTEM.

In 8000 shares, of £1 each, to be paid up in full, and without further liability.

DIRECTORS.

WILLIAM SHAW, Esq., Kensington Park-terrace, Ladbrook-square.

FRANCIS PARKER, Esq., King William-street.

WILLIAM GARNER, Esq., 55, Southampton-row, Russell-square.

JAMES C. JOHNSON, Esq., Perry Vale, Sydenham.

MALCOLM MACLEAN, Esq., 13, Morning-ton-terrace, Camberwell New-road.

BENJAMIN JONES, Esq., Bude-court House, Walbrook.

CONSULTING-COUNSEL.—Enoch John McIntyre, Esq.

SOLICITOR.—Mr. Thomas Thompson, 18, Sise-lane.

BANKERS.—Messrs. Spooner, Attwood, and Co.

BROKER.—James Thomas Esq., 18, Threadneedle-street; and Stock Exchange.

SECRETARY.—William Lelean, Esq., 76, King William-street.

This MINE is situated in the parish of Lanivet, in the county of CORNWALL, and is held under a lease of 21 years, at a royalty of 1-15th. It is bounded on the north by "Boscarn," a rich mine that has recently been set at work, and whose great lode runs into Wheal Atley, as proved by a shaft sunk by the lords of the manor, for the purpose of ascertaining the fact. A 60-inch cylinder engine is now erected on Boscar Mine, which will be a great advantage to Wheal Atley, as it will drain the water from both mines. The importance of this rich mining district in which the Wheal Atley is situated, though long comparatively neglected, is now becoming duly appreciated; and there is no doubt that it will soon develop itself as a district of mineral wealth equal to any in the county of Cornwall. The Wadebridge Railway being within one mile, affords every facility for shipping ores, &c. There is also an abundant supply of water available for working machinery, dressing, &c. The company will be conducted upon the Cost-book Principle, in accordance with the terms, and subject to the rules and regulations for the government of the company, set forth in the Cost-book itself. The fullest investigation is solicited, and the captain on the mine will have great pleasure in giving every information in his power to those who may require it. Specimens of the ore may be seen, and every information obtained, at the company's office.—Application for shares to be made to James Thomas Berkley, Esq., broker, 18, Threadneedle-street, and Stock Exchange; and to the secretary, Mr. William Lelean, 76, King William-street, City.

Transferable Scrip will be issued on production of the bankers' receipt.

W HEAL ATLEY SILVER-LEAD AND COPPER MINING COMPANY.—Notice is hereby given, that NO APPLICATION for SHARES in this Company will be RECEIVED after THIS DAY (Saturday the 16th inst.) By order of the Managing Committee. WILLIAM LELEAN, Esq.

A NGLO-CALIFORNIAN GOLD MINING COMPANY.—Notice is hereby given, that the FIRST ANNUAL GENERAL MEETING of this Company will be HELD at the Freemasons' Tavern, Great Queen-street, on FRIDAY, the 29th inst., at Twelve o'clock precisely.

By order of the Board, ADAM-street, Adelphi, Oct. 15, 1852. GEO. FRED. GOODMAN, Secretary.

C ARSONS CREEK CONSOLIDATED MINING COMPANY.—At a SPECIAL GENERAL MEETING of the shareholders in this Company, called for the purpose of considering the report of the directors on the result of the negotiations with the American proprietors, and the arrangement for the future working of the mine, held at the London Tavern, in the City of London, on Monday, the 4th of October inst.,—JOHN SADLEIR, M.P., in the chair.

It was moved by James Anderson, Esq., seconded by W. G. Lambert, Esq., and resolved unanimously.

That the report now read be received and adopted, and referred back to the directors to be carried into effect.

By subsequent resolutions, thanks were voted to the Chairman and Board of Directors, to the gentlemen forming the deputation to California, and to the American proprietors. Copies of the report laid before the meeting may be obtained on application at the offices of the company, on and after the 8th inst.

By order, H. NESBITT, Secretary.

All-hallows-chambers, Lombard-street, Oct. 6, 1852.

A NGLO-AUSTRALIAN GOLD MINING COMPANY.—Completely registered, and incorporated pursuant to Act of Parliament.

OFFICES.—No. 33, ESSEX STREET, STRAND.

Capital £30,000, in 30,000 shares, of £1 each, to be paid up on allotment.

Without further call or liability.

TRUSTEES.—WILLIAM LANGLEY COCKRELL, Esq., Warminster, Wilts.

GEORGE EDWARD COITRELL, Esq., Lincoln's-Inn.

DIRECTORS.

SYMEON TAYLOR BARTLETT, Esq., LL.D., Cambridge;

and Willsbury House, Gloucestershire.

CHARLES HINKS, Esq., Birmingham.

JOHN BARKER, Esq., M.D., Richmond, Surrey.

JONATHAN FALDER, Esq., Penrith, Cumberland.

THOMAS MCLEOD, Esq., Dover.

FRDERICK BULL, Esq., Drayton-grove, Old Brompton.

SECRETARY.—John George Parker, Esq.

CHIEF SUPERINTENDENT IN AUSTRALIA.—R. Bell, Esq., Australia.

BANKERS.—Commercial Bank of London, Lombardy.

THE MINING SHARE LIST.

Shares.	Mines.	Paid.	Last Price.	Present.	Dividends per Share.	Last Paid.	Shares.	Paid.	Last Price.	Present.	Shares.	Paid.	Last Price.	Present.	Paid.	Last Price.	Present.	
5120 Alfred Consols (copper), Phillack	£3	£13 14	13 1/2	£5 1 0	£2 7 0	Sept. 1852.	2800 Speare Moor (copper), St. Just	2	—	—	2500 Ringabell (sil.-lead), nr. Cork	4	—	—	2500 Ringabell (sil.-lead), nr. Cork	4	—	—
1248 Alit-y-erib (silver-lead), Talybont, Wales	4	2 1/2	—	0 7 6	0 5 0	Jan. 1851.	— St. Blazey Consols, St. Blazey	2	—	2%	4094 Sourton Con., copper), Sourton	5	—	—	4094 Sourton Con., copper), Sourton	5	—	—
2000 Anglesea Coal Company	4	4 1/2	—	0 8 0	0 8 0	Jan. 1852.	99 St. Minver Consols (silver-lead)	1	—	—	6144 South Phoenix	5	—	—	6144 South Phoenix	5	—	—
1624 Balleswidden (tin), St. Just	11 1/2	10	—	10 4 0	0 5 0	Aug. 1852.	4944 Tavy Con. (cop.), near Tavistock	1 1/2	—	—	974 South Plain Wood, Asburton	7	—	—	974 South Plain Wood, Asburton	7	—	—
4000 Bedford United (copper), Tavistock	2 1/2	8	8 1/2	8 12 0	0 2 6	Nov. 1851.	4800 Tees Side Mine (lead)	1 1/2	—	—	1024 South Tresavean (tin, copper)	1 1/2	—	—	1024 South Tresavean (tin, copper)	1 1/2	—	—
5000 Black Craig (lead), Kirkudbrightshire	5	1 1/2	—	750 0 0	5 0 0	May. 1849.	1000 Tokenbury Con. (cop.), St. Ives	3 1/2	—	—	2000 South Wales Mining Co. (lead)	1 1/2	—	—	2000 South Wales Mining Co. (lead)	1 1/2	—	—
64 Boscombe Downs (tin), St. Just	100	100	—	462 10 0	0 5 0	Aug. 1852.	1024 Trannack and Bosence, St. Erth	6 1/2	—	—	1000 South W. Lovel (tin), Wendron	2 1/2	—	—	1000 South W. Lovel (tin), Wendron	2 1/2	—	—
100 Botallack (tin, copper), St. Just	182 1/2	265	—	0 5 0	0 5 0	June. 1851.	10000 Trannack United Mines (tin, co.)	1	—	—	4000 South Wheal Russell	6	—	—	4000 South Wheal Russell	6	—	—
1000 Brynall, Llanddios, Montgomeryshire	3 1/2	10 1/2	—	—	—	—	1024 Trebarwith, Perranuthnoe	1 1/2	—	—	512 St. Michael Penkevil (tin)	1	—	—	512 St. Michael Penkevil (tin)	1	—	—
5000 Callington (lead), Callington	6 1/2	1 1/2	—	1 8 0	0 4 0	Sept. 1847.	161 Trengromen, Wadebridge	2 1/2	—	—	1290 Swanpool, Bude	1	—	—	1290 Swanpool, Bude	1	—	—
1000 Carn Bras (copper, tin), Illogan	15	70	—	210 0 0	2 0 0	July. 1852.	2048 Treborth, Lanivet	2 1/2	—	—	4096 Trevilleck (slv.-lead), Liskeard	4	—	—	4096 Trevilleck (slv.-lead), Liskeard	4	—	—
125 Comford (copper), Gwennap, Cornwall	75	15	14 1/2	—	—	—	10000 Trelofeth (copper, tin), St. Ives	4 1/2	—	—	512 Treborth, Perranuthnoe	1 1/2	—	—	512 Treborth, Perranuthnoe	1 1/2	—	—
256 Condurrow (copper, tin), Camborne	20	100	100 10 1/2	19 0 0	2 0 0	Aug. 1852.	1024 Trewoon, Treborth	1 1/2	—	—	15000 Ty-Mawr (slate), Llanllyfni	1	—	—	15000 Ty-Mawr (slate), Llanllyfni	1	—	—
2510 Cook's Kitchen (copper, tin), Illogan	15 1/2	3	—	—	—	100000 Ty-Ny-beth (slate)	1	—	—	100000 Ty-Ny-beth (slate)	1	—	—	100000 Ty-Ny-beth (slate)	1	—	—	
125 Cwmystwyth (lead), Cardiganshire	60	190	—	10 0 0	5 0 0	July. 1852.	1024 Twardreath (cop.), St. Blazey	16	—	—	512 Twardreath (cop.), St. Blazey	16	—	—	512 Twardreath (cop.), St. Blazey	16	—	—
1024 Devon Great Consols (copper), Tavistock	1	390	395 400	285 0 0	8 0 0	Sept. 1852.	6000 West Basset (copper), Illogan	1 1/2	—	—	5000 Tyllwyd (lead) Llanbadarn Fawr	1	—	—	5000 Tyllwyd (lead) Llanbadarn Fawr	1	—	—
672 Ding-Dong (tin), Gulval	5	6	—	55 0 0	—	—	1024 West Damself (cop.), Gwennap	7 1/2	—	—	2000 Union (tin), Roche & Luxilon	1	—	—	2000 Union (tin), Roche & Luxilon	1	—	—
180 Doleath (copper, tin), Camborne	257 1/2	40	55 1/2	855 14 0	—	—	1024 West Fowey Con. (tin, cop.)	2 1/2	84	84	1000 Ditto (paid up)	1	—	—	1000 Ditto (paid up)	1	—	—
256 Drake Walls (tin, copper), Calstock	6 1/2	6 1/2	—	0 5 0	—	—	1024 West Goginan, Cardiganshire	3 1/2	—	—	13000 United Gefall-y-Miners (copper)	1	—	—	13000 United Gefall-y-Miners (copper)	1	—	—
300 East Darren (lead), Cardigan	28	75	80	2 0 0	2 0 0	July. 1852.	1024 West Par Con. (cop.), St. Blazey	10	—	—	1024 West Phoenix, Linkinhorne	8	—	—	1024 West Phoenix, Linkinhorne	8	—	—
128 East Pool (tin, copper), Pool, Illogan	24 1/2	150	—	233 0 0	—	—	6000 West Seton (copper), Camborne	7 1/2	—	—	256 West Sharp Tor, Linkinhorne	3	—	—	256 West Sharp Tor, Linkinhorne	3	—	—
94 East Wheal Croft (copper), Illogan	123	50	—	840 0 0	—	—	940 West Tolgois (copper), Illogan	14 1/2	—	—	1056 West Stray Park, Camborne	2	—	—	1056 West Stray Park, Camborne	2	—	—
128 East Wheal Rose (silver-lead), Newlyn	50	250	—	2245 0 0	10 0 0	March. 1852.	120 West Trethellan, Gwennap	15	—	—	1110 West United Hills (cop.), Illogan	5 1/2	—	—	1110 West United Hills (cop.), Illogan	5 1/2	—	—
300 Fenton Pottery Coal and Iron.	6	9	—	1 4 0	0 12 0	Aug. 1852.	1024 West Wheal Alfred (cop.), Hayle	2 1/2	84	84	64 West Wheal Darlington (cop.)	15 2	92	—	64 West Wheal Darlington (cop.)	15 2	92	—
494 Fowey Consols (copper), Twardreath	40	30	—	—	—	1024 West Wheal Edward, Calstock	—	—	—	1024 West Wheal Friendship (cop.)	2	—	—	1024 West Wheal Friendship (cop.)	2	—	—	
3715 General Mining Co. for Ireland (cop., lead)	1 1/2	3 1/2	—	22 0 0	—	—	1024 West Wheal Frances, Illogan	10 1/2	—	—	2048 West Wheal Robins	1 1/2	—	—	2048 West Wheal Robins	1 1/2	—	—
96 Great Consols (copper), Gwennap	1000	200	—	353 6 8	—	Jan. 1851.	1024 West Wheal Treasury (cop.)	8	—	—	2048 West Wheal Rose (lead)	2	—	—	2048 West Wheal Rose (lead)	2	—	—
5000 Great Onslow Consols, Cameloe	1 1/2	2 1/2	—	0 2 0	0 2 0	June. 1852.	100000 Wheal Golus (tin, copper)	1	—	—	1024 West Wheal Virgin, Sanderstead	2	—	—	1024 West Wheal Virgin, Sanderstead	2	—	—
13750 Great Polgoon (tin), St. Austell	3	5	4 1/2 5 1/2	0 10 0	0 4 0	Oct. 1852.	1024 West Wheal Arthur (silver-lead, cop.)	5	—	—	3072 Weston (lead), Shropshire	3 1/2	—	—	3072 Weston (lead), Shropshire	3 1/2	—	—
119 Great Work (tin), Germoe	100	175	—	141 10 0	7 10 0	Aug. 1852.	1024 Wheal Augusta (tin), St. Just	1 1/2	—	—	4096 Wheal Albert, Calstock	—	—	—	4096 Wheal Albert, Calstock	—	—	—
1024 Herdfoot (lead), near Liskeard	8 1/2	4 1/2	—	0 7 6	0 2 6	Aug. 1851.	1024 Wheal Carne (tin), St. Just	7 1/2	—	—	5000 Wheal Bazeley (sil.-lead), Calstock	—	—	—	5000 Wheal Bazeley (sil.-lead), Calstock	—	—	—
1000 Holmbush (lead, copper), Callington	24	21	—	25 0 0	—	Feb. 1844.	1024 Wheal Clifford (cop.), Gwennap	—	—	—	1742 Wheal Benny (cop.), Calstock	—	—	—	1742 Wheal Benny (cop.), Calstock	—	—	—
2000 Hoyleford (copper), near Tipperary	11	7	—	3 5 0	0 5 0	Sept. 1852.	1024 Wheal Constance (lead), Newlyn	3	—	—	1024 Wheal Carpenter (tin), Gwinnar	—	—	—	1024 Wheal Carpenter (tin), Gwinnar	—	—	—
786 Kirkudbrightshire (lead), Kirkudbright	9 1/2	4	—	0 5 0	0 5 0	Sept. 1851.	1024 Wheal Crebor (cop.), Tavistock	6 1/2	—	—	1024 Wheal Catherine, Liskeard	—	—	—	1024 Wheal Catherine, Liskeard	—	—	—
1000 Lewis (tin, copper), St. Erth	17	13	—	2 0 0	0 10 0	Aug. 1851.	1024 Wheal Cheverton (tin), Illogan	1 1/2	—	—	1024 Wheal Cupid (copper), Gwennap	3	—	—	1024 Wheal Cupid (copper), Gwennap	3	—	—
160 Levant (copper, tin), St. Just	2 1/2	95	—	1036 0 0	2 0 0	Feb. 1852.	1024 Wheal Chiverton (tin), Illogan	1 1/2	—	—	4096 Wheal Edward (cop.), Calstock	—	—	—	4096 Wheal Edward (cop.), Calstock	—	—	—
1000 Lisburne (lead), Cardiganshire, Wales	75	650	—	655 0 0	15 0 0	Sept. 1852.	1024 Wheal Chiverton (tin), Illogan	1 1/2	—	—	5000 Wheal Edward, Calstock	—	—	—	5000 Wheal Edward, Calstock	—	—	—
5000 Low's Patent Copper Smelting Company	9	10	—	1 0 6	0 4 6	July. 1852.	1024 Wheal Chiverton (tin), Illogan	1 1/2	—	—	1024 Wheal Fowey (cop.), Tavistock	—	—	—	1024 Wheal Fowey (cop.), Tavistock	—	—	—
5000 Merlin (lead), Flint	2 1/2	6	—	0 18 0	0 5 0	Aug. 1852.	1024 Wheal Chiverton (tin), Illogan	1 1/2	—	—	1024 Wheal Fortune (lead), Landulph	—	—	—	1024 Wheal Fortune (lead), Landulph	—	—	—
2000 Minina Co. of Ireland (copper, lead, coal)	2 1/2	10	10 1/2	240 0 0	5 0 0	Aug. 1852.	1024 Wheal Chiverton (tin), Illogan	1 1/2	—	—	5000 Wheal Fortune (South), Tavistock	—	—	—	5000 Wheal Fortune (South), Tavistock	—		